

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

22 APR 1953

Date of writing Report 18th. Apr. 1953 When handed in at Local Office 19 Port of SUEZ
 No in Book. Survey held at SUEZ Date. First Survey 14th. Apr. Last Survey 16th. Apr. 1953.
 on the Machinery of the Wood, Iron or Steel Sc. S/S BRITISH ARCHITECT (No. of Visits 3)

Gross 7388 Vessel built at Glasgow By whom Haythwood S.B. Co. Ltd., Year. Month. 1922 12
 Net 4394 Engines made at - ditto - By whom Dunsmuir & Jackson Ltd., When 1922 12
616 Boilers, when made (Main) 1922 (Donkey) -
 Owners British Tanker Co; Ltd., Owners' Address -
 Managers - ditto - Port London Voyage -
 If Surveyed Afloat or in Dry Dock afloat in Suez Bay
 (State name of Dock.)

Particulars of Examination and Repairs (if any) Damage to main condenser
 Report No. 1559 Port Aden

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B. if any)
+100AL Cal 7, 5z		+LMC 4, 49
SS Bom 4, 49(LR)		BS 12, 51
		15CL n12, 51

Carrying petrolsum in bulk,
Loading limitation.
Fitted for oil fuel 12, 22 Fr
above 150°F.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damaged parts, should be separated from Repairs due to other causes; and besides, should be briefly summarised at the end of the report. State also the dates and names of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Not required

Has damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. Attended on board at the request of

Master for the purpose of examining damage and repairs water end of main condenser stated

remained in normal service on voyage from Aden to Suez on 6th. April. 1953.

DONE FOR DAMAGE:- Main condenser examined and lower half of inlet and door found fractured,

cooling water induction pipe fractured at junction to water box. As a temporary repair it

recommended that a new M.S. plate door 5/8" thick suitably stiffened be made and that the

induction pipe be fitted with a substantial cement box. Two 3" x 3" angle strongbacks fitted to

reinforce condenser door as reinforcement.

The above repair was carried out to my satisfaction and tested on completion.

The Master states that the vessel is proceeding to the U.K. for dismantling,

and consequently nothing was arranged regarding outstanding surveys at this time.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or CS 3,34)

Eligible in my opinion to remain as classed without record of Survey,

subject to condenser water ends being dealt with at the end of the present voyage or my June 1953.

(per Section 23) L.E. 24. 000 Fees applied for, 19
 Damage or Repair Fee (if any) £ : :
 Hire (per Section 23.) L.E. 2. 000 Received by me, 19
 Expenses (if chargeable) £ : :
 MON 4 MAY 1953

F.H. Macpherson
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1630 0164

Subject. Deffered for BS



THE BRITISH REGISTER OF SHIPPING

Insert Character of Ship and Machinery precisely as in the Register Book