

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

(Received at London Office)

Date of writing Report 30th June, 1954. When handed in at Local Office 19

Port of I S T A N B U L .

No in Reg. Book. Survey held at Istanbul.

Date. First Survey 27th Aug. Last Survey 18th Feb. 1954.

(No. of Visits 9)

12283 on the Machinery of the ~~XXXXXX~~ Steel s.s. "HARAN".

Gross 9136
 Net 5598
 Nominal Horse Power 1468MN

No. of Main Boilers 5

No. of Donkey Boilers --
 Steam Pressure in Main Boilers 206lb.

in Donkey Boilers --

Vessel built at Hamburg.

Engines made at Ham.

Boilers, when made (Main)

Owners. Haşim C. Mardin.

Managers

If Surveyed Afloat or in Dry Dock Both, Istinye Fl.Dk.,

(State name of Dock.)

Haydarpaşa and Bosphorus.

By whom Deutsche Schiff-u-Maschb. A.G. Vulcan, 1929

By whom Vulcan Werke.

(Donkey)

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Istanbul.

Voyage

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
 now
 expired.

Machinery and Boiler
 Surveys
 (including date of N.B., if any)

100A1

with freeboard

9:51

Classed 11:48

ssNwc.-11:48 (Dr.)

Carrying vegetable oil in deep tank forward.

Fitted for oil fuel 11:48 F.P. above 150°F.

LMC11:48

BS12:52

CL 6:50

Last Report No. Port

Particulars of Examination and Repairs (if any) M.S., B.S. & T.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case)

In damage cases 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

Was a damage report made by anyone else? If so, by whom?

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

If not, 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?

State latest date of internal examination of each boiler All 6th January, 1954.

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes.

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? Yes.

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? Yes.

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes.

Has it a continuous liner? Yes.

Is an approved oil retaining appliance fitted at the after end? No.

Has shaft now been changed? No.

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 5th Jan. 54.

State the wear down in the stern bush 1/8".

Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes (see report).

Engine 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. The exhaust turbine not to be used until repaired. The electric cable from Switch board to Wireless Room to be renewed by July 1954 (6 mos limit).

Now Done. Vessel placed on floating dock, examined propeller, sea cocks and valves and outside fastenings, Screw Shaft drawn in and examined with its stern bush.

Examined Main Engine Cylinders, pistons and valves, rods, crossheads and bearings, guides, bottom end bearings, crankshaft and main bearings.

Thrust Shaft and block, intermediate shafting and bearings.

All auxiliary machinery including Steering gear and Windlass opened up and examined.

Main steam pipe examined and tested.

O.F. Heaters examined and tested.

Pumping arrangement examined.

Condenser examined and tested.

CONTD/....

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 *LMC 140 lb., FD, &c.)

CS 3.34

The Machinery of this vessel as now seen is in good order and eligible in my opinion to remain as classed with fresh records M.S. 1:54, T.S.(CL) 1:54 and B.S. 1:54 subject to the Electric Cable from Switch board to wireless room being renewed by July, 1954 (six months limit). The exhaust turbine not to be used until repaired.

Survey Fee (per Section 29) M.S. TL1,104:--

Special Damage or Repair Fee (if any) B.S. TL 720:--

(per Section 29) E.L. TL 360:--

T.S. TL 100:--

Travelling expenses (if chargeable) £.

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

TUESDAY 17 AUG 1954

See Ist 4219

Engineer Surveyor to Lloyd's Register of Shipping.



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All Main Boilers examined in their entirety and safety valves subsequently adjusted under steam to pressure stated.

A new C.O.2 fire extinguishing installation now fitted.

The electrical installation examined and megger tested.

The exhaust turbine has been disconnected pending repair.

The Electrical Installation was found in order except for cable leading from the Switch board to the Wireless Room, and no suitable cable was obtainable at this time, it is recommended that this be renewed by July 1954 (6 mos limit).

Repairs now effected.

Air pump chamber rebored, piston rod machined, glands and piston renewed.

Main Feed pump water end rods machined and glands rebushed.

Widlass pinion renewed.

Boilers. 30 plain tubes and 6 screw stays renewed.

Upon completion of the repairs the machinery was tried out under working conditions and found satisfactory.

NOTE. An old permanent repair on the L.P. front column was examined and found satisfactory.

Note.. The refrigerating Compressors and Condensers have now been removed, also insulation from No. 4 cargo hold, there is no intention to replace the machinery.



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