

Rpt. 9.

NN "HARAN"

No. 134774

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

(Received at London Office)

22 MAR 1952

Date of writing Report 25-2-52

When handed in at Local Office 23 MAR 1952

Port of

LIVERPOOL

No in Reg. Book. Survey held at Liverpool

Date. First Survey 11-12-51. Last Survey 15-2-52

(No. of Visits 9)

36531 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "HARAN" STANROYAL

Year. Month.

1929 -

When 1929 -

Tonnage { Gross 9136
Net 5598
Nominal 1468
Horse Power

Vessel built at Hamburg

By whom Deutsche Schiff-u-maschb AG Vulkan

Engines made at Hamburg

By whom Vulkan Werke

Boilers, when made (Main) 1929

(Donkey)

Owners Hasim Marden

Owners' Address

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

No. of Main Boilers 5

Port Istanbul

Voyage

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

Managers

If Surveyed Afloat or in Dry Dock afloat.

(State name of Dock.)

Largytor

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 new or expired.

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

100 A1

LMC 11:48

With freeboard

B.S. 10:51

9-51

T.S. 6150 CL

Classed 11:48

S.S.Nwc 11:48 Dr

L.P. Tankline.

Carrying Vegetable Oil in D.T. Ford.

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

Key Boilers -

Report No. 8908 Port Ob

Particulars of Examination and Repairs (if any) Machinery Repaired

at Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case. 22-2-52 R.A.J. 23-2-52 G.P. EFB.

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.

Damage report made by anyone else? If so, by whom?

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

" Donkey " " "

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

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?

at date of internal examination of each boiler.

Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

ash. Is electric light and/or power fitted?

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

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.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Remarks: For details of damage please refer to Quebec Rpt No 8908. and attached

The fractured exhaust turbine gear casing now repaired by welding and plate compensation provided. Veeing of the fracture was carried out and the vee were studpled with screwed steel pins 3/8 dia at 2 1/2 staggered pitch welding was proceeded with in easy stages using Quensene Yemolaid N°1 electrode as root run and subsequently built up with Yemolaid N°2. Steel plates inside & outside were then fitted 3/8 x 5/16 thick, 5/8 dia studs being screwed through the casing and the plates welded to the studs, the plate inside covering approx 75% of the end wall of the casing, the outside plates were moulded to the bearing ring and welded together. A diaphragm stiffener was fitted over the ribs and attached through the casing to provide extra support for the bearing housing. The exhaust turbine rotor & casing, gearing & fluid clutch was opened

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 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 10 140 lb., FD, &c.)

The machinery of this vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as now classed subject to a satisfactory examination of gearing and gear case repairs at the end of August 1952, to be examined in the meantime on the vessel's arrival at Liverpool to which port she is proceeding direct.

Survey Fee (per Section 23)

Special Damage or Repair Fee (if any)

(per Section 23.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

7 MAR 1952

Received by me,

19

LIVERPOOL

11 MAR 1952

As now Subject

G. R. Butler
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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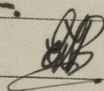
up and examined and found satisfactory. A new key was fitted to the fixed half of the clutch and a stopper pin fitted to the nut holding the clutch half on the taper.

The after bearing renewed, shafts & gearing lined up.

On completion of repairs the machinery was examined under working conditions at full power and found to be satisfactory.

It is our opinion ^{the} repairs can be accepted as permanent subject to a satisfactory examination of gearing and gear cases repairs at the end of August 1952, to be examined in the meantime on the vessel's arrival at Salveston to which port she is proceeding direct.

Salveston surveyors advised by letter.



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