

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 31 JUL 1942)

Date of writing Report 23/5/42 When handed in at Local Office 23/5/42 Port of Sydney, N.S.W.No. in Reg. Book 33843 Survey held at Sydney, N.S.W. Date, First Survey 18/5/42 Last Survey 22/5/1942on the Machinery of the Wood, Iron or Steel T.S.M.S. TRITON (No. of Visits 2)Tonnage Gross 6697 Vessel built at Malmö By whom Kochums M.V. Aktief Year. Month. 1930-6Net 4945 Engines made at Malmö By whom do When 1930Nominal Horse Power 1169 Boilers, when made (Main) ✓ (Donkey) N.D.B. 37No. of Main Boilers ✓ Owners Kieh. Helhelmsen Owners' Address Port Jonsberg Voyage —No. of Donkey Boilers ✓ Managers ✓ If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).in Main Boilers ✓ Last Report No. 8000 Port MEH.in Donkey Boilers 1000 Particulars of Examination and Repairs (if any) Port + LMC.CS

(Periodical Surveys, when held, must be reported in detail and seriatim 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 thorough examination at this time? ✓" " Donkey " " " " ✓If this was not done, state for what reasons? ✓And what parts of the Boilers could not be thus thoroughly examined? ✓Also 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 ✓ Present condition of funnel(s) ✓Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? ✓ If so, state reasons ✓Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? YesIf 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? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Continuous Survey.Now done for advancement of +LMC-CS:- Starboard Main Engine. ExaminedNos. 2 & 8 crank pins, webs, bottom end brasses with bolts and allfound in good condition.In S.R. list:- Examined port main engine bedplate permanent repairs, statedto have been done in Swansea 2/42 and Liverpool 3/42. These appear to besound and in a good and efficient condition.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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

This vessel's machinery, as far as seen, is now in good condition, eligiblein our opinion to remain as classed and to have record of +LMC.CSwith date noted in the Register Book when the Survey has been completed.Survey Fee (per Section 29) £ 3 : 3 : 0 Fees applied for 23/5/42Special Damage or Repair Fee (if any) (per Section 29.) £ —Travelling expenses (if chargeable) £ — Received by me, Chas. R. Hobart (Acting) Engineer Surveyor to Lloyd's Register of Shipping.Committee's Minute TUE 1 SEP 1942Assigned As nowSubject

Lloyd's Register Foundation

W129-0036

Chadance
No 3 due 6.42

It is mentioned that
the vessel is eligible to
be as CLASSED.

Limit to examine main
bed plates & column heads
expres 8.42

[Signature]
28/8/42



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