

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

(Received at London Office

JUN 18 193

Date of writing Report 17th June, 1937 When handed in at Local Office 17th June, 1937 Port of Mahrö
 Date, First Survey 13th May Last Survey 14th June, 1937
 Survey held at Mahrö (No. of Visits 12)

601 on the Machinery of the ~~Wood, Iron or Steel~~ ^{1/2} ~~TRITON~~
 Gross 6607 Vessel built at Mahara By whom Rockness M. V. Aket When 1930-6 mms
 Net 4045 Engines made at Mahara By whom Rockness M. V. Aket When 1930

Engines	1	Boilers, when made (Main)	✓	(Donkey)	1930
Main Boilers	✓	Owners	W. H. Williams	Owners' Address	
Donkey Boilers	1	Managers	✓	(if not already recorded in Appendix to Register Book.)	
				Port	Voyage

Pressure— in Boilers	✓	If Surveyed Afloat or in Dry Dock (State name of Dock.)	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Key Boilers	100 lbs.		
		Mahmud	

Report No. _____ Port _____ *Sid. Ts. P.C.S.*
ulars of Examination and Repairs (if any) alternat., NPB.

<i>10071-n. free.</i>	<i>LMC (C8)</i>	<i>8.34</i>
<i>636</i>	<i>9.36</i>	<i>48</i>

Repairs, when held, must be reported in detail in the body of the report, and 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he

3.37
s.s. Ord. No. 1.34
P.B.S.
T.S. (C4)
7.2
6.2

1 his services for this purpose, and why they were declined ✓

image report made by anyone else? If so, by whom? ✓

injection at this time? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time.

Boiler	Inspected	Remarks
Donkey	"	"
"	"	"
"	"	"

not done, state for what reasons? ☒

parts of the Bollers could not be thus thoroughly examined? ☒

examination, were adopted by the ☒

special means, in the absence of internal examination, were adopted
r to assure himself of the thorough efficiency of those parts of each Boiler? }
t date of internal examination of each boiler ✓ Present condition of funnel(s) *Good*

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

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

Inspector examines all the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boilers? _____

Inspector examines the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

shaft now been drawn and examined? yes ☒ Is the shaft to permit of being drawn? ☒

now been changed? no ☒ If so, state reasons _____

Has it a continuous liner? ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒ Part 3 m

of examination of Screw Shaft 7th June, 1937 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 1/2 in.

Is electric light and/or power fitted? ☒

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

be starboard propeller shaft drawn and examined.

Shaft not due for turning, driven for removal of biginner rdd.)
be fastenings of the sea connections, propellers and fastenings examine.

CS - Port main engine - Nos. 2, 3, 4, 5 & 7 cylinders, cylinder covers with valves and gears and pistons with rods, Nos. 2, 4, 5 & 7 crossheads with beam

no. 2, 4, 5 & 7 connecting rods and no. 2, 4, 5, 6, 7 & 8 crank pins with bearings examined.

2. main engine - Nos. 2, 3, 4 & 6 cylinders, cylinder covers with valves and valve gears and pistons with rods, Nos. 3, 4 & 6 crossheads with bearings

nos. 3, 4 & 6 connecting rods and nos. 3, 4, 5, 6, 7 & 8 crank pins were carefully examined.

ral Observations, Opinion, and Recommendation:—The machinery of this vessel is

to clearly what alteration, if any, is suggested to be made in the existing classification of the vessel, and to state whether or not any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, & L.M.C. 140 lb., F.D., &c.)

CS 3,34.

It is my opinion to remain as classed in the Register Book with

Record of $\text{LMC}(CS)$ with date when the survey of the old engines has been completed. Notation of old. Tail shaft over 6.37 and notation of

2B 6.37. Working pressure of drinking boiler 100 lbs.

alteration
Damage or Repair Fee (if any)..... \$ Hrs.: 100:00
(per Section 29.)

17 June, 1904
Received by me,
A. Sundin A. Barring.
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE 10 AUG 1937

signed CS 4.37 NDB 6.37
DB 6.37

W127-0065

M/S "TRITON", No. 85601 in the Register Book.

Other details now examined:- The manoeuvring gear of both engines examined.

Both starting air receivers and the daily oil fuel tanks with fittings and connections examined.

The port cooling water pumps, cooling water pumps for auxiliary engines, ballast and both bilge - sanitary pumps examined.

The small air compressor with its steam engine examined.

Auxiliary heavy oil engines:- The cylinders, pistons, cylinder covers with valves and valve gears, connecting rods, gudgeon pins and bushes and crank shaft with all bearings of No. 1 auxiliary engine examined.

Repairs effected:- Lighter vite in stbd. stern bush removed.

Port main engine:- Nos. 1, 5 & 8 cylinder water jackets, fractured at bottom, have been repaired.

Nos. 2 & 3 cylinder liners removed.

Nos. 2, 4, 5 & 7 crosshead pins grinded circular and bearings fitted with white metal (originally bronze bearings).

Stbd. main engine:- Nos. 1 & 8 cylinder water jackets repaired at bottom. Nos. 2 & 3 cylinder liners removed.

Nos. 3, 4 & 6 crosshead pins grinded round and bearings fitted with white metal.

Nos. 3, 5, 6, 7 & 8 crank pin bearings (top part) fitted with new white metal.

One bilge pump plunger of the fwd. bilge sanitary pumps removed.

Alterations in connection with new built deep tanks in front of motor space (Frames 87-99):-

The bilge suction pipes from Nos. 1, 2 & 3 holds are led to the motor space through the centre fore and aft cofferdam between deep tanks.

One 3 1/2" bilge suction is fitted each side in No. 4 hold upper and lower deep tanks. Bilge wells of Bnk capacity are fitted in the upper deep tanks. The arrangement of the oil fuel and vegetable oil pipes, also fitted to the tunnel tanks, is practically the same as for the M/S "Titania", Maharō 1st Entry Report No. 1566.

Air and sounding pipes fitted to No. 3 hold and to deep tanks, upper and lower, as per Bnk.

In order to fulfil the requirements of the Bnks regarding overflow pipes, all the tunnel tanks have been fitted with an additional air pipe to meet the increased area of the new oil piping.

Heating coils have been fitted in the new deep tanks and also in the two aftermost centre tunnel tanks. The coils have been tested in place as per Bnk.

(To be continued.)

Mahrö

M/S "TRITON", No. 85601 in the Register Book.

A new cargo oil pump of 120 T/H, electric driven, has been installed.

A new donkey boiler has been installed as per report enclosed. The seating is the original, same has been examined and found good. The new donkey boiler is efficiently fixed and stowed to the bulkheads.

One new donkey feed pump 90 mm x 60 mm x 90 mm Dplx. is also installed onboard instead of one of the original feed pumps.

All new and/or amended pipes have been tested as per Rule. Cert. B1, in duplicate, is enclosed.

Aelundén