

## REPORT ON OIL ENGINE MACHINERY.

No. 999.

Received at London Office 24 JUN 1930

Date of writing Report 20<sup>th</sup> June 1930 When handed in at Local Office 21<sup>st</sup> June 1930 Port of Malmö.  
No. in Survey held at 42561. on the <sup>Single</sup> ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel "TRITON"  
Reg. Book. <sup>Malmö</sup> ~~Lyngby~~ Date, First Survey 24<sup>th</sup> Oct. 1929 Last Survey 20<sup>th</sup> June 1930.  
Number of Visits 109.

Built at Malmö By whom built Hockemus M. V. Ahlberg Yard No. 164 When built 1930  
Engines made at Malmö By whom made Hockemus M. V. Ahlberg Engine No. 5085/When made 1930  
Donkey Boilers made at Amman By whom made Cochran & Co Amman Ltd. Boiler No. 1139/When made 1930  
Brake Horse Power 5500 Owners 9/5 Den Norske Afrika og Antarktislinje Port belonging to Trondheim.  
Nom. Horse Power as per Rule 1169 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.  
Trade for which vessel is intended <sup>Cruiser for airless injection 6.36</sup>

IL ENGINES, &c. Type of Engines <sup>Simple M.A.N.</sup> 2 or 4 stroke cycle 4 Single or double acting Single.  
Maximum pressure in cylinders 35 kg/cm<sup>2</sup> Diameter of cylinders 200 mm = 27 1/8" Length of stroke 403 mm = 55 1/8" No. of cylinders 2 x 8 = 16 No. of cranks 2 x 8 = 16  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 972 mm Is there a bearing between each crank Yes.  
Revolutions per minute 116 Flywheel dia. 3019 mm Weight 9700 kgs. Means of ignition <sup>Simple</sup> Kind of fuel used <sup>Simple</sup> oil.  
Crank Shaft, dia. of journals as per Rule 454.1 mm Crank pin dia. 455 mm Crank Webs Mid. length breadth 255 mm Thickness parallel to axis 290 mm.  
as fitted 455 mm Mid. length thickness 290 " shrunk Thickness around eyehole 197.5 "  
Flywheel/Shaft, diameter as per Rule <sup>as per Rule</sup> 420-410-336 mm Intermediate Shafts, diameter as per Rule 318.7 mm Thrust Shaft, diameter at collars as per Rule  
as fitted 420-410-336 mm as fitted 320 " Is the <sup>tube</sup> ~~screw~~ shaft fitted with a continuous liner Yes.  
Tube Shaft, diameter as per Rule 350 mm as fitted 383 mm Is the <sup>tube</sup> ~~screw~~ shaft fitted with a continuous liner Yes.  
as fitted 350 mm as fitted 383 mm Is the <sup>tube</sup> ~~screw~~ shaft fitted with a continuous liner Yes.  
Bronze Liners, thickness in way of bushes as per Rule 18.5 mm Thickness between bushes as per Rule 14 mm Is the after end of the liner made watertight in the  
as fitted 18.5 mm as fitted 14 mm  
propeller boss Yes. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes.  
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes.  
If two liners are fitted, is the shaft lapped or protected between the liners Yes. Is an approved Oil Gland or other appliance fitted at the after  
end of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 1600 mm.  
Propeller, dia. 4450 mm Pitch 4250 mm No. of blades 3 Material <sup>Brass</sup> whether Moveable No Total Developed Surface 135.6 sq. feet  
Method of reversing Engines <sup>M.A.N.</sup> Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication  
<sup>Top</sup> 60 mm. <sup>Bottom</sup> 40 " Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled or lagged with  
non-conducting material <sup>lagged</sup> If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine <sup>connected to the</sup>  
Cooling Water Pumps, No. 3. 2 of 300 m<sup>3</sup>/hour. 1 of 60 m<sup>3</sup>/hour Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.  
Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work Yes.  
Pumps connected to the Main Bilge Line { No. and Size 3. One 2-cyl. double acting 220 x 245 mm and 2. 2-cyl. single acting 150 x 225 mm.  
How driven <sup>Electric motors</sup>  
Ballast Pumps, No. and size 2-cyl. dbl. act. 220 x 245 mm 150 mm/hour Lubricating Oil Pumps, including Spare Pump, No. and size 4 each of 50 m<sup>3</sup>/hour.  
Are two independent means arranged for circulating water through the Oil Cooler Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Pumps, No. and size:—In Machinery Spaces 4-3 1/2" and 1-2" 1-3 1/2" in tunnel well. 2-3 1/2" in tunnels (from bilge holes)  
in Holds, &c. 2-3 1/2" in Nos. 1, 2, 3 & 4 holds, 3-3 1/2" in No. 5 hold  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2-5"  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces  
led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates <sup>Yes or by lifting</sup> Are the Overboard Discharges above or below the deep water line Above.  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
What pipes pass through the bunkers Yes How are they protected Yes  
What pipes pass through the deep tanks Yes Have they been tested as per Rule Yes  
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one  
compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from upper eng. platform.  
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Main Air Compressors, No. 2 <sup>removed 6.36</sup> No. of stages 3 Diameters 240-665-150 mm Stroke 580 mm Driven by Main Engines.  
Auxiliary Air Compressors, No. 2 No. of stages 3 Diameters 380-340-75 mm Stroke 250 mm Driven by Aux. Diesel Eng.  
Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 105-42 mm Stroke 80 mm Driven by Steam Engine.  
Scavenging Air Pumps, No. 1 Diameter Stroke Driven by  
Auxiliary Engines crank shafts, diameter as per Rule 170 mm as fitted 170 mm Marks on Shafts. Yes.  
LLOYD'S 8547/8 LLOYD'S 8589  
V.B. 21-12-29 V.B. 18-1-30

R RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes.  
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces <sup>Injection by means of steam & soda.</sup>  
Is there a drain arrangement fitted at the lowest part of each receiver Yes  
High Pressure Air Receivers, No. 4 <sup>3 removed & one used for fixing up with steam compressors 6.36</sup> Cubic capacity of each 350 litres Internal diameter 448 mm thickness 26 mm.  
Seamless, lap welded or riveted longitudinal joint <sup>lap welded</sup> Material Steel Range of tensile strength 377-38 kg/cm<sup>2</sup> Working pressure by Rules 25 kg/cm<sup>2</sup>.  
Starting Air Receivers, No. 2 Total cubic capacity 54 m<sup>3</sup> Internal diameter 2024 mm thickness 27 mm.  
Seamless, lap welded or riveted longitudinal joint <sup>riveted</sup> Material Steel Range of tensile strength 44-50 kg/cm<sup>2</sup> Working pressure by Rules 25.5 kg/cm<sup>2</sup>.



# IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting 5-6-29. 2-11-29. Receivers 3-4-29. 2-11-29. Separate Tanks 14-10-29.

Donkey Boilers

General Pumping Arrangements

23-5-29

Oil Fuel Burning Arrangements

SPARE GEAR Main engines:- 2 cylinder covers complete with all valves. 16 complete exhaust valves and 16 extra seats and valves. 2 complete air inlet valves. 8 complete fuel valves and 9 extra seats and valves, also 4 nozzles and 4 spreaders. 2 complete starting air valves. 2 complete safety valves. 1 cylinder liner. 1 piston rod. 2 pistons and 5 sets of piston rings for one piston. 2 set telescopic pipes. 1 set of cog and stem wheels for the cam shaft drive for one engine also 2 set cam rollers for each valve. 2 bolts with nuts for cylinder covers (No studs used). 4 studs with nuts for each of the air inlet, exhaust and fuel valves. 2 ditto for the starting air valve and 3 ditto for the safety valves. 4 crosshead bearing bolts and nuts and 4 halves of bearings. 2 crank pin bearing bolts and nuts and 2 halves of bearings. 2 main bearing bolts and nuts and 2 halves of bearings. 1 set of coupling bolts for each size of coupling. 1 propeller shaft. 1 cast iron propeller of each hand. 1 set of plungers with liners for both fuel pumps and 1 set of all working parts for one pump and additional packings etc. for same. (Continued on sheet II.)

The foregoing is a correct description.

KOCKUMS MEKANISK VERKSTADS  
AKTIE-BOLAG

Manufacturer.

AKTIE-BOLAG			
Dates of Survey while building	During progress of work in shops -	During erection on board vessel - -	Total No. of visits
	1929. 1/10. 1/11. 2/11. 3/11. 4/11. 5/11. 6/11. 7/11. 8/11. 9/11. 10/11. 11/11. 12/11. 1930. 1/12. 2/12. 3/12. 4/12. 5/12. 6/12. 7/12. 8/12. 9/12. 10/12. 11/12. 12/12. 1931. 1/13. 2/13. 3/13. 4/13. 5/13. 6/13. 7/13. 8/13. 9/13. 10/13. 11/13. 12/13. 1932. 1/14. 2/14. 3/14. 4/14. 5/14. 6/14. 7/14. 8/14. 9/14. 10/14. 11/14. 12/14. 1933. 1/15. 2/15. 3/15. 4/15. 5/15. 6/15. 7/15. 8/15. 9/15. 10/15. 11/15. 12/15. 1934. 1/16. 2/16. 3/16. 4/16. 5/16. 6/16. 7/16. 8/16. 9/16. 10/16. 11/16. 12/16. 1935. 1/17. 2/17. 3/17. 4/17. 5/17. 6/17. 7/17. 8/17. 9/17. 10/17. 11/17. 12/17. 1936. 1/18. 2/18. 3/18. 4/18. 5/18. 6/18. 7/18. 8/18. 9/18. 10/18. 11/18. 12/18. 1937. 1/19. 2/19. 3/19. 4/19. 5/19. 6/19. 7/19. 8/19. 9/19. 10/19. 11/19. 12/19. 1938. 1/20. 2/20. 3/20. 4/20. 5/20. 6/20. 7/20. 8/20. 9/20. 10/20. 11/20. 12/20. 1939. 1/21. 2/21. 3/21. 4/21. 5/21. 6/21. 7/21. 8/21. 9/21. 10/21. 11/21. 12/21. 1940. 1/22. 2/22. 3/22. 4/22. 5/22. 6/22. 7/22. 8/22. 9/22. 10/22. 11/22. 12/22. 1941. 1/23. 2/23. 3/23. 4/23. 5/23. 6/23. 7/23. 8/23. 9/23. 10/23. 11/23. 12/23. 1942. 1/24. 2/24. 3/24. 4/24. 5/24. 6/24. 7/24. 8/24. 9/24. 10/24. 11/24. 12/24. 1943. 1/25. 2/25. 3/25. 4/25. 5/25. 6/25. 7/25. 8/25. 9/25. 10/25. 11/25. 12/25. 1944. 1/26. 2/26. 3/26. 4/26. 5/26. 6/26. 7/26. 8/26. 9/26. 10/26. 11/26. 12/26. 1945. 1/27. 2/27. 3/27. 4/27. 5/27. 6/27. 7/27. 8/27. 9/27. 10/27. 11/27. 12/27. 1946. 1/28. 2/28. 3/28. 4/28. 5/28. 6/28. 7/28. 8/28. 9/28. 10/28. 11/28. 12/28. 1947. 1/29. 2/29. 3/29. 4/29. 5/29. 6/29. 7/29. 8/29. 9/29. 10/29. 11/29. 12/29. 1948. 1/30. 2/30. 3/30. 4/30. 5/30. 6/30. 7/30. 8/30. 9/30. 10/30. 11/30. 12/30. 1949. 1/31. 2/31. 3/31. 4/31. 5/31. 6/31. 7/31. 8/31. 9/31. 10/31. 11/31. 12/31. 1950. 1/32. 2/32. 3/32. 4/32. 5/32. 6/32. 7/32. 8/32. 9/32. 10/32. 11/32. 12/32. 1951. 1/33. 2/33. 3/33. 4/33. 5/33. 6/33. 7/33. 8/33. 9/33. 10/33. 11/33. 12/33. 1952. 1/34. 2/34. 3/34. 4/34. 5/34. 6/34. 7/34. 8/34. 9/34. 10/34. 11/34. 12/34. 1953. 1/35. 2/35. 3/35. 4/35. 5/35. 6/35. 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