

REPORT ON OIL ENGINE MACHINERY.

No. 6794

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Reg. Book. - on the ~~Double~~ ~~Triple~~ ~~Quadruple~~ Screw vessel m.s. "TURÖY" ex "Ironbound" Number of Visits 14

Built at - By whom built - Yard No. 44 MMS No. - When built -

Engines made at Lincoln, England By whom made Ruston & Hornsby Ltd. Engine No. 207335 When made 1941

Donkey Boilers made at - By whom made - Boiler No. - When made -

Brake Horse Power 480 ✓ Owners L. Myrebøe A/S (L. Myrebøe, Mgr.) Port belonging to Bergen, Norway

Nom. Horse Power as per Rule 93 90 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended General

IL ENGINES, &c. Type of Engines Heavy oil trunk piston 2 or 4 stroke cycle 4 ✓ Single or double acting single

Maximum pressure in cylinders 49.2 kg/cm² ✓ Diameter of cylinders 10 1/2" 10 1/4" ✓ Length of stroke 14 1/2" ✓ No. of cylinders 8 ✓ No. of cranks 8 ✓

Mean Indicated Pressure 7 -" -" Flywheel dia. 1080 mm Weight 1294 kgs. Means of ignition Compression Kind of fuel used Diesel oil

Revolutions per minute Eng. 500 ✓ prop. 333 ✓ Is there a bearing between each crank Yes ✓

Crank Shaft, { Solid forged dia. of journals as per Rule as fitted 203 mm ✓ Crank pin dia. 158.5 mm ✓ Crank Webs Mid. length breadth 280 mm ✓ Mid. length thickness 87 mm ✓ Thickness parallel to axis - Thickness around eye-hole -

Flywheel Shaft, diameter as per Rule as fitted 203 mm Intermediate Shafts, diameter as per Rule as fitted 138 mm Thrust Shaft, diameter at collars as per Rule as fitted 158 mm ✓

Tube Shaft, diameter as per Rule as fitted - Screw Shaft, diameter as per Rule as fitted 216 mm 145 mm at top of cone Is the shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule as fitted - Thickness between bushes as per Rule as fitted - Is the after end of the liner made watertight in the propeller boss -

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

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 -

two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube -

If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 930 mm ✓

Propeller, dia. 1810 mm Pitch - No. of blades 3 Material bronze whether Moveable No Total Developed Surface - sq. feet

Method of reversing Engines reversing gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes ✓ Means of lubrication forced Thickness of cylinder liners 18 mm Are the cylinders fitted with safety valves No ✓ Are the exhaust pipes and silencers water cooled or lagged with conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine -

Working Water Pumps, No. 2 ✓ 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. one Diameter 120 mm Stroke 140 mm Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line { No. and Size one 125 l/m (piston), one 375 l/m (centrifugal self priming), one 375 l/m (cog wheel) ✓ How driven by main motor, starb. aux. motor and el. motor resp.

The cooling water led to the bilges No ✓ If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements -

Oil Pumps, No. and size one, 375 l/m Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 gear wheel pumps

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 one 2 1/2" ✓ In Pump Room -

Holds, &c. one 2 1/2" ✓

Dependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size two 2 1/2" ✓

All the Bilge Suction pipes in Holds ~~not to be dealt with~~ fitted with strum-boxes Yes ✓ Are the Bilge Suctions in the Machinery Spaces No, will be dealt with at Bergen.

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

All Sea Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks valves ✓

they fixed sufficiently high on the ship's side to be seen without lifting the platform plates No ✓ Are the Overboard Discharges above or below the deep water line above ✓

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 -

pipes pass through the bunkers - How are they protected -

pipes pass through the deep tanks - Have they been tested as per Rule -

All Pipes, Cocks, Valves, and Pumps in connection with the machinery ~~not to be dealt with~~ accessible at all times Yes ✓

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 - Is it fitted with a watertight door - worked from -

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

Air Compressors, No. two ✓ No. of stages 1 off 48 - 90 mm Diameters 70 mm Stroke 70 mm Driven by el. motor/Starb. aux. diesel.

Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

provision is made for first Charging the Air Receivers Starb. aux. motor can be started by hand.

Working Air Pumps, No. - Diameter - Stroke - Driven by -

Auxiliary Engines crank shafts, diameter as per Rule as fitted 82.5 and 60 mm No. 2 Position one on each side in eng. room.

the Auxiliary Engines been constructed under special survey No Is a report sent herewith Yes

See note at end of report.

To be replaced at Bergen.



