

## REPORT ON OIL ENGINE MACHINERY.

No. 2026

25 OCT 1941

Date of writing Report

9<sup>th</sup> Oct. 41

When handed in at Local Office

10<sup>th</sup> Oct. 41 Port of

Received at London Office

Maharrö.

No. in Survey held at  
Reg. Book.

Date, First Survey

31st Oct. 1940

Last Survey

7<sup>th</sup> Oct. 1941

Number of Visits 136

Single  
✓ on the ~~Double~~ Screw vessel

"Salsturbolms"

Tons Gross 10226  
Net 6183

Built at

Maharrö

By whom built

Kockermö Mekt. V. G. O.

Yard No. 227

When built 1941

Engines made at

Maharrö

By whom made

Kockermö Mekt. V. G. O.

Engine No. 262

When made 1941

Boiler Boilers made at

Maharrö

By whom made

Kockermö Mekt. V. G. O.

Boiler No. 970/21

When made 1941

Brake Horse Power

5500

Owners

Innbyggarna Ingolf. Nygård &amp; Söner.

Port belonging to

Innbyggarna.

Nom. Horse Power as per Rule

1556

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

✓

II. ENGINES, &amp;c. Type of Engines MAN D8 ZV 60/110

Maximum pressure in cylinders 50 kg. cm<sup>2</sup> ✓ 23 1/2" 43 1/2" 2 or 4 stroke cycle 2 Single or double acting DoubleMean Indicated Pressure 5.5 kg. cm<sup>2</sup> ✓ Diameter of cylinders 600 mm. Length of stroke 1100 mm. No. of cylinders 8 No. of cranks 8

Pitch of bearings, adjacent to the Crank, measured from inner edge to inner edge 860 mm. ✓ Is there a bearing between each crank Yes

Revolutions per minute 120 ✓ Flywheel dia. 2092 mm. Weight 4250 kg. Means of ignition Diesel engine ✓ Kind of fuel used Heavy oil

Crank Shaft, dia. of journals as per Rule 440 mm. ✓ Crank pin dia. 440 mm. ✓ Crank Webs Mid. length breadth 720 mm. ✓ Mid. length thickness 275 mm. ✓ Thickness parallel to axis 275 mm. ✓ Thickness around eye-hole 202.5 mm. ✓

Flywheel Shaft, diameter as per Rule 440-385 mm. ✓ Intermediate Shafts, diameter as per Rule 367 mm. ✓ Thrust Shaft, diameter at collars as per Rule 385 mm. ✓

Tube Shaft, diameter as per Rule 410 mm. ✓ Screw Shaft, diameter as per Rule 410 mm. ✓ Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 20 mm. ✓ Thickness between bushes as per Rule 15 mm. ✓ Is the after end of the liner made watertight in the 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 ✓

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 ✓

If 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 Yes

Length of Bearing in Stern Bush next to and supporting propeller 1750 mm. ✓

Propeller, dia. 5200 mm. Pitch 3700 mm. No. of blades 4 Material Cast iron whether Movable No Total Developed Surface 901 sq. feet

Method of reversing Engines Direct ✓ Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication

Thickness of cylinder liners 41.5 mm. ✓ Are the cylinders fitted with safety valves Yes ✓ Are the exhaust pipes and silencers water cooled or lagged with

non-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 ✓

Cooling 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. None. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 3. One of 100 m<sup>3</sup>/H. One of 40 m<sup>3</sup>/H. One of 36 m<sup>3</sup>/H. One of 50 m<sup>3</sup>/H. One of 38 m<sup>3</sup>/H.

How driven 1 steam driven, 2 electric driven. Steam driven. Steam driven.

Is the cooling water led to the bilge led overboard. If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Ballast Pumps, No. and size 1 - 100 m<sup>3</sup>/H. ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 Each of 44 m<sup>3</sup>/H.

Are two independent means arranged for circulating water through the Oil Cooler Yes ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Suctions, No. and size - In Machinery Spaces 3-3 1/2", 1-2", 2-4" in after cofferdam. 2-3 1/2" in main pump room. In Pump Room fwd. 1-3 1/2".

Holds, &amp;c. 2-3 1/2" in dry cargo hold. 2-3 1/2" in fwd. cofferdam.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-5", 1-4" &amp; 1-3 1/2" bilge hose.

Are all the Bilge Suction pipes in Holds and Tween Wall fitted with stream-valves Yes ✓ Are the Bilge Suctions in the Machinery Spaces

Are they 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 fitted sufficiently high on the ship's side to be seen without lifting platform ladders Yes ✓ Are the Overboard Discharges above or below the deep water line Above

Are they each fitted with a Discharge Valve always accessible on the planing of the vessel Yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

What pipes pass through the bunkers ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ 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 No Tunnel Is it fitted with a watertight door ✓ worked from ✓

If a leak occurs, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

Main Air Compressors, No. None No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 110-300 mm. Stroke 220 mm. Driven by Diesel oil engines.

Port Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 15 m<sup>3</sup> 20 m<sup>3</sup> 25 m<sup>3</sup> Stroke Driven by Diesel oil engines.

Main Air Pumps, No. 2 Diameter 1380 mm. Stroke 1110 mm. Driven by Diesel oil engines.

as per Rule 152 mm. 170 mm. ✓

LLOYD'S 10500, 10501 PK 1-12-39 PK 8-12-39.

One on each side in eng. room.

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Register  
Foundation



**AIR 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 and cleaned *Yes*

Is a drain fitted at the lowest part of each receiver *Yes*

**High Pressure Air Receivers, No.** *1*

Cubic capacity of each *400 litres*

Internal diameter *448 mm*

Thickness *26 mm*

Seamless, lap welded or riveted longitudinal joint *Lap welded*

Material *Steel*

Range of tensile strength *36-5 kg/mm<sup>2</sup>*

Working pressure *71.2 kg/cm<sup>2</sup>*

**Starting Air Receivers, No.** *2*

Total cubic capacity *12 m<sup>3</sup>*

Internal diameter *450 mm*

Thickness *25 mm*

Seamless, lap welded or riveted longitudinal joint *Riveted*

Material *Steel*

Range of tensile strength *36-5 kg/mm<sup>2</sup>*

Working pressure *30 kg/cm<sup>2</sup>*

**IS A DONKEY BOILER FITTED?** *Yes*

If so, is a report now forwarded? *Yes*

Is the donkey boiler intended to be used for domestic purposes only *No*

**PLANS.** Are approved plans forwarded herewith for Shafting *16-9-1939*

Receivers *25-9-1939*

Separate Fuel Tanks *in plan of oil fuel bunker.*

Donkey Boilers *26-9-1939*

General Pumping Arrangements *29-11-1939*

Pumping Arrangements in Machinery Space *14-12-1939*

Oil Fuel Burning Arrangements *21-7-1940*

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied

*Main engine: 1 top and 1 bottom cylinder liners. 1 top and 1 bottom cylinder cover. 1 complete piston with rod. 1 piston rod. 7 sets of piston rings. 9 complete piston rod packing boxes and 3 sets of rings. 1 complete fuel pump. 27 complete fuel valves and 24 extra appendages. 4 complete starting and safety valves. 1 complete propeller shaft. 1 propeller shaft.*

*(Cont. on sheet II)*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building: During progress of work in shops -- *1/10/39, 1/11/39, 1/12/39, 1/1/40, 1/2/40, 1/3/40, 1/4/40, 1/5/40, 1/6/40, 1/7/40, 1/8/40, 1/9/40, 1/10/40, 1/11/40, 1/12/40, 1/1/41, 1/2/41, 1/3/41, 1/4/41, 1/5/41, 1/6/41, 1/7/41, 1/8/41, 1/9/41, 1/10/41, 1/11/41, 1/12/41, 1/1/42, 1/2/42, 1/3/42, 1/4/42, 1/5/42, 1/6/42, 1/7/42, 1/8/42, 1/9/42, 1/10/42, 1/11/42, 1/12/42, 1/1/43, 1/2/43, 1/3/43, 1/4/43, 1/5/43, 1/6/43, 1/7/43, 1/8/43, 1/9/43, 1/10/43, 1/11/43, 1/12/43, 1/1/44, 1/2/44, 1/3/44, 1/4/44, 1/5/44, 1/6/44, 1/7/44, 1/8/44, 1/9/44, 1/10/44, 1/11/44, 1/12/44, 1/1/45, 1/2/45, 1/3/45, 1/4/45, 1/5/45, 1/6/45, 1/7/45, 1/8/45, 1/9/45, 1/10/45, 1/11/45, 1/12/45, 1/1/46, 1/2/46, 1/3/46, 1/4/46, 1/5/46, 1/6/46, 1/7/46, 1/8/46, 1/9/46, 1/10/46, 1/11/46, 1/12/46, 1/1/47, 1/2/47, 1/3/47, 1/4/47, 1/5/47, 1/6/47, 1/7/47, 1/8/47, 1/9/47, 1/10/47, 1/11/47, 1/12/47, 1/1/48, 1/2/48, 1/3/48, 1/4/48, 1/5/48, 1/6/48, 1/7/48, 1/8/48, 1/9/48, 1/10/48, 1/11/48, 1/12/48, 1/1/49, 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M/T "Falkenberg" of Gullborg.

Spare gear (cont.):

Aux. oil engines: - 1 crank shaft marked Lloyd's 10502, PK 1-12-1939.

2 cylinder covers. 3 cylinder liners. 2 pistons. 4 sets of piston rings.

7 complete exhaust valves. 3 complete air inlet valves. 5 complete fuel valves. 1 connecting rod.

Additional pumps installed:

In motor space:

1 sanitary pump of 20 mi<sup>3</sup>/H.

Electric driven.

2 " " " 2 mi<sup>3</sup>/H.

" "

1 rotary oil transfer pump of 30 mi<sup>3</sup>/H.

" "

1 duplex " " 20 mi<sup>3</sup>/H.

Steam driven

1 cooling water pump for valves of 2 mi<sup>3</sup>/H.

Electric driven

2 units of oil fuel pressure pumps for D. boilers.

Steam driven

2 fuel pumps for D. boilers Duplex 190 x 115 x 175 mm.

" "

In main pump room:

2 cargo pumps Duplex 20" x 14" x 24"

In pump room fwd:

1 oil transfer pump of 30 mi<sup>3</sup>/H.

Electric driven.