

Marshall

IMO/off nr	2217335
Call Signal	LCRT / LDCO
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1919/01
Shipyard	The Pusey & Jones Co., Wilmington, Delaware, USA.
Sno	370/1006
Cargo Handling	4 lasteluker. 8 vinsjer. 8 bommer.
Tonnage	3.770 tdw, 2.649 brt, 1.513 nrt.
Size	L: 300,7'-B: 44,3'-D: 19,6'.
Propulsion	1 dampturbin, De Laval. 309 AHK. Bygget av De Laval Steam Turbine Company, Trenton, New Jersey, USA.
Boiler	2 dampkjeler (steam boilers) hver med dim.: 14,9' x 11,7 og 2 fyrganger. Samlet heteflate 4.258. Arbeidstrykk 200 psi. Bygget av The Pusey & Jones Co., Wilmington, Delaware, USA.
Power	9,5 knop.
Class	Lloyd's +100A1
Vessel:	BRG579192001
Manager	Henrik Østervold, Bergen.
Owner	Henrik Østervold's Dampskibsselskab A/S, Bergen.
Port	Bergen
Year (y)	1920

History in Norwegian

1918 Bygget som TS WAR CRATER av The Pusey & Jones Co., Wilmington, Delaware, USA for United States Shipping Board, Wilmington. 1919 Ferdigstilt 19/01 som MARSHALL. 1920 Solgt i mars til Henrik Østervold's Dampskibsselskab A/S(Henrik Østervold), Bergen. 1924 Solgt i januar til Dampskibsselskab A/S Torny (Johan Eliassen), Bergen. Omdøpt til TORNY. 1926 Turbin maskineriet byttet med dampmaskin: Installert: 1 stempel dampmaskin, triple exp. 3-sylinder, syl. diam.: 22,0"—36,0"—59,0", slag 39,0". 317 NHK. Bygget av Bever, Dorlin & Co., Bradford, England. Ny tonnasje: 3.950 tdw, 2.424 brt, 1.389 nrt. 1934 Eilert Lund, Bergen ble manager i januar. 1937 Solgt til A/S Nesjar (Eilert Lund), Bergen. 1940 WW II–Nortraship ble managers i april. 1942 Torpedert og senket 08/05 av den tyske ubåten U 507 (Korvettenkapitän Harro Schacht) i Mexico Gulfen i posisjon 26.40N-86.40V, mens hun var på reise fra Tocopilla, Chile via Cristobal, Panama til Panama City, Florida, USA med nitrat. 2 mann omkom.

History

1918 Built as TS WAR CRATER by The Pusey & Jones Co., Wilmington, Delaware, USA for United States Shipping Board, Wilmington, Delaware, USA. 1919 Completed 19/01 as MARSHALL. 1920 Sold in March to Henrik Østervold's Dampskibsselskab A/S(Henrik Østervold), Bergen. 1924 Sold in January to Dampskibsselskab A/S Torny (Johan Eliassen), Bergen. Renamed TORNYY. 1926 The turbine engine changed with steam reciprocating engine. Installed: 1 steam reciprocating, triple exp. 3-cylinder, cyl. diam.: 22,0"–36,0"–59,0", stroke 39,0". 317 NHP. Built by Bever, Dorlin & Co., Bradford, England. New tonnage: 3.950 tdw, 2.424 grt, 1.389 nrt. 1934 Eilert Lund, Bergen became manager in January. 1937 Sold to A/S Nesjar (Eilert Lund), Bergen. 1940 WW II–Nortraship became managers in April. 1942 Torpedoed and sunk 08/05 by the German submarine U 507 (Korvettenkapitän Harro Schacht) in the Gulf of Mexico in position 26.40N-86.40W whilst on a voyage from Tocopilla, Chile via Cristobal, Panama to Panama City, Florida, USA with nitrate. Abstract from Uboat.net: At 14.45 hours on 8 May 1942 the unescorted TORNYY (Master Harald Østerbø) was hit on the starboard side by one torpedo from U 507 in the Gulf of Mexico. The torpedo struck near the fire room, killing two men on watch below, destroying the starboard lifeboat and blowing away a part of the bridge and the cabin of the captain. The crew abandoned ship in the port lifeboat and a motorboat as the ship settled immediately by the bow after hold #2 was flooded. The lifeboat with 15 men was pulled toward the still running propeller and most of the occupants jumped overboard, but just then the ship sank three minutes after being hit and pulled them under while the boat missed the propeller by six inches. However, all men swimming in the water could be rescued by the boats. The Germans questioned the survivors and searched the area before leaving. The motorboat took the lifeboat in tow and headed north, but less than three hours after the sinking an US Army aircraft located the boats and ordered them to steer east. About one hour later, the survivors were picked up by two seaplanes and brought to the Naval Air Station in Pensacola, Florida.