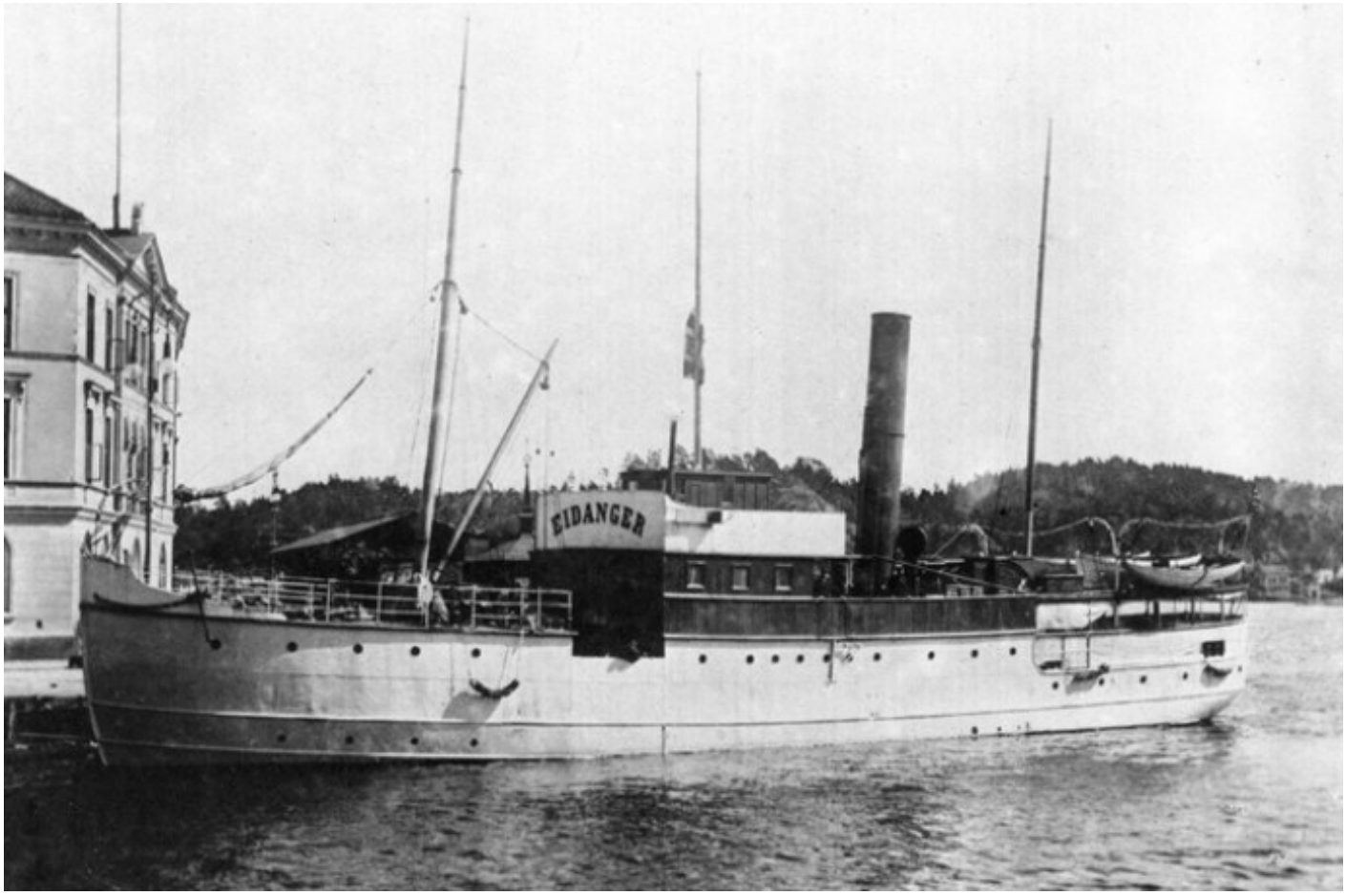
Eidanger

Call Signal	HQNJ
Flag	NOR
Ship type	Dampskip, stykkgods, passasjerer/ steam ship, general cargo, passenger
Year Built	1857
Shipyard	Motala Mekaniska Wekstads A/B, Motala, Sverige.
Sno	67
Tonnage	219 brt, 125 nrt.
Size	L: ?í-B: 18,8í-D: 9,3í.
Propulsion	1 x stempel dampmaskin (steam reciprocating), type compound. 2-sylindret. 60 NHK. Bygget av Motala Mekaniska Wekstads A/B, Motala.
Boiler	1 x dampkjele (boiler).
Manager	A/S Arendals Dampskibsselskab, Arendal.
Owner	A/S Arendals Dampskibsselskab, Arendal.
Port	Arendal



ARN75119040120001 EIDANGER. Bilde via Steinar Norheim.

History in Norwegian

1857 Bygget som WINGÅKER av Motala Mekaniska Wekstads A/B, Motala, Sverige for Rederi-A/B Wingåker , Wingåker, Sverige. 1873 Solgt til A. Oterdahl, Stockholm, Sverige. Installert ny dampmaskin: 2-sylindret compound. 60 NHK. Bygget av Bergsunds Mekaniska Verkstads A/B, Stockholm. 1886 Solgt til F. A. de Brun, Stockholm. 1888 Solgt til Norrtelje Ångfartygs-Bolag (C. H. Backert), Stockholm. 1889 Solgt til J. F. Dickson, Göteborg, Sverige. Omdøpt til LABAN. 1891 Solgt til Et A/S v/ A. Johnsen, Skien. Omdøpt til EIDANGER. 1894 Overført til A/S Vøringens Rederi (A. Johnsen), Skien. Forlenget: Ny tonnasje 239 brt, 133 nrt. Nye dim.: L: 117,7í-B: 18,8í-D: 9,3í. 1898 Ny maskin installert : 1 x stempel dampmaskin, type compound., 2-cylinder, cyl. diam.: 15”–30”, slag: 20”. 84 NHK. Bygget av Christianssands Mek. Verksted, Kristiansand. 1904 Solgt i november til A/S Arendals Dampskibsselskab, Arendal. 1931 Solgt i august til Arendals Skibs-Ophugnings Co., Arendal, for hugging. Dette lille skipet ble litt av en legende ved å holde oppsatte rutetider i all slags vær. Selv når større skip i ruten Kristiania – Bergen lå værfaste til kai kom hun, selv tåke stoppet henne ikke. Det ble sagt langs Sørlandskysten at du kunne stille klokka etter EIDANGER.

History

1857 Built as WINGÅKER by Motala Mekaniska Wekstads A/B, Norrköping for Rederi AB Wingåker , Wingåker, Sweden. 1873 Sold to A. Oterdahl, Stockholm, Sweden. Re-engined: 2-cyl. compound. 60 NHP. Built by Bergsunds Mekaniska Verkstads A/B, Stockholm. 1886 Sold to F. A. de Brun, Stockholm. 1888 Sold to Norrtelje Ångfartygs-Bolag (C. H. Backert), Stockholm. 1889 Sold to J. F. Dickson, Göteborg, Sweden. Renamed LABAN. 1891 Sold to a Limited Company (A. Johnsen), Skien. Renamed EIDANGER. 1894 Transferred to A/S Vøringens Rederi (A. Johnsen), Skien. Lengthened and rebuilt: New tonnage239 brt, 133 nrt. New dim.: L: 117,7í-B: 18,8í-D: 9,3í. 1898 Re-engined: 1 x steam reciprocating, type compound. 2-cylinder, cyl. diam.: 15”–30”, stroke: 20”. 84 NHP. Built at Christianssands Mek. Verksted, Kristiansand. 1904 Sold in November to A/S Arendals Dampskibsselskab, Arendal. 1931 Sold in August to Arendals Skibs-Ophugnings Co., Arendal, for demolition. This little ship became quite a legend by keeping her time table in all kinds of weather even when much larger ships on the Kristiania-Bergen route stayed in harbour. Even fog did not deter her, and it was said along the southern coast that you could set your watch by EIDANGER.