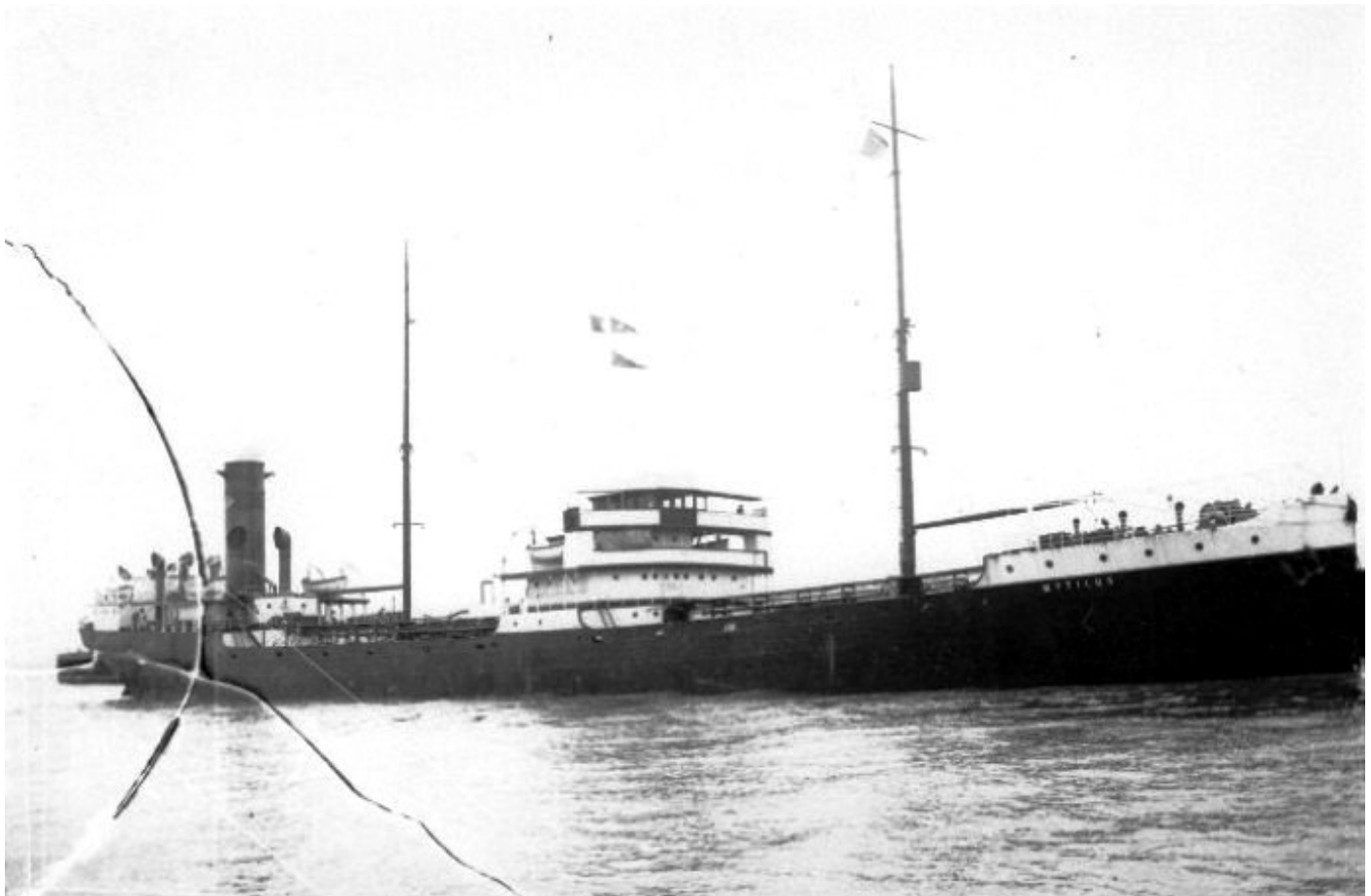


Mytilus

IMO/off nr	1139148
Call Signal	LKPD. LDGX fra 1934.
Flag	NOR
Ship type	Dampskip, tanker steam ship, tanker.
Year Built	1916/08
Shipyard	Swan, Hunter & Wigham Richardson Ltd, Wallsend, England.
Sno	975
Tonnage	8.450 tdw, 5.639 brt, 3.421 nrt.
Size	L: 412,0f-B: 53,5f-D: 31,3f-Dypg.: 24f 08fí.
Propulsion	1 x dampmaskin (steam reciprocating), type triple exp., 3-sylindret, syl. diam.: 27"-45"-74", slag/stroke: 48". 518 NHK. Bygget av Swan, Hunter & Wigham Richardson Ltd, Wallsend, England.
Boiler	3 x dampkjeler (boilers), hver med 3 fyrganger. Samlet heteflate 7.557 ft². Arbeidstrykk 180 psi. Bygget av Swan, Hunter & Wigham Richardson Ltd, Wallsend, England.
Power	10 Knop.
Class	Lloyds +100A1
Vessel:	ARN757192801
Manager	Jørgen P. Jensen, Arendal.
Owner	A/S Mytilus, Arendal.
Port	Arendal
Year (y)	1928



ARN75719280120001 MYTILUS. Bilde via Jan Tore Knudsen.

History in Norwegian

1916 Bygget som MYTILUS av Swan, Hunter & Wigham Richardson Ltd, Wallsend, England for Anglo Saxon Petroleum Co. Ltd, London, England. Sjøsat 17/05, levert i august. 1927 Overført til Petroleum Maats. La Corona, Den Haag, Nederland. 1928 Solgt i oktober til A/S Mytilus (Jørgen P. Jensen), Arendal. 1940 Uteflåten. Solgt 18/09 til The Admiralty, London. Utstyrt som et brannskip til bruk mot en eventuell tysk invasjon. 1946 Fra januar som lagerskip i Harwich, England. Solgt i september til Anglo-Saxon Petroleum Co. Ltd, London. Ankom i november til Singapore. Brukt som bunkringsfartøy ved Miri, Borneo og i Pladju, Indonesia for topping av last. 1950 Solgt in June til huggere i Karachi, Pakistan. 1951 Ankom 03/11 til Bombay, India for hugging.

History

1916 Built as MYTILUS by Swan, Hunter & Wigham Richardson Ltd, Wallsend, England for Anglo Saxon Petroleum Co. Ltd, London, England. Launched 17/05, delivered in August. 1927 Transferred to Petroleum Maats. La Corona, The Hague, Netherlands. 1928 Sold in October to A/S Mytilus (Jørgen P. Jensen), Arendal. 1940 Free fleet. Sold 18/09 to The Admiralty, London. Outfitted as a fire ship for use against an eventual German invasion of England. 1946 From January used as a storage vessel in Harwich, England. Sold in September to Anglo-Saxon Petroleum Co. Ltd, London. Arrived in November at Singapore. Used as a bunkering vessel at Miri, Borneo and at Pladjoe, Indonesia for topping off cargoes. 1950 Sold in June to breakers in Karachi, Pakistan. 1951 Arrived 03/11 at Bombay, India for demolition.