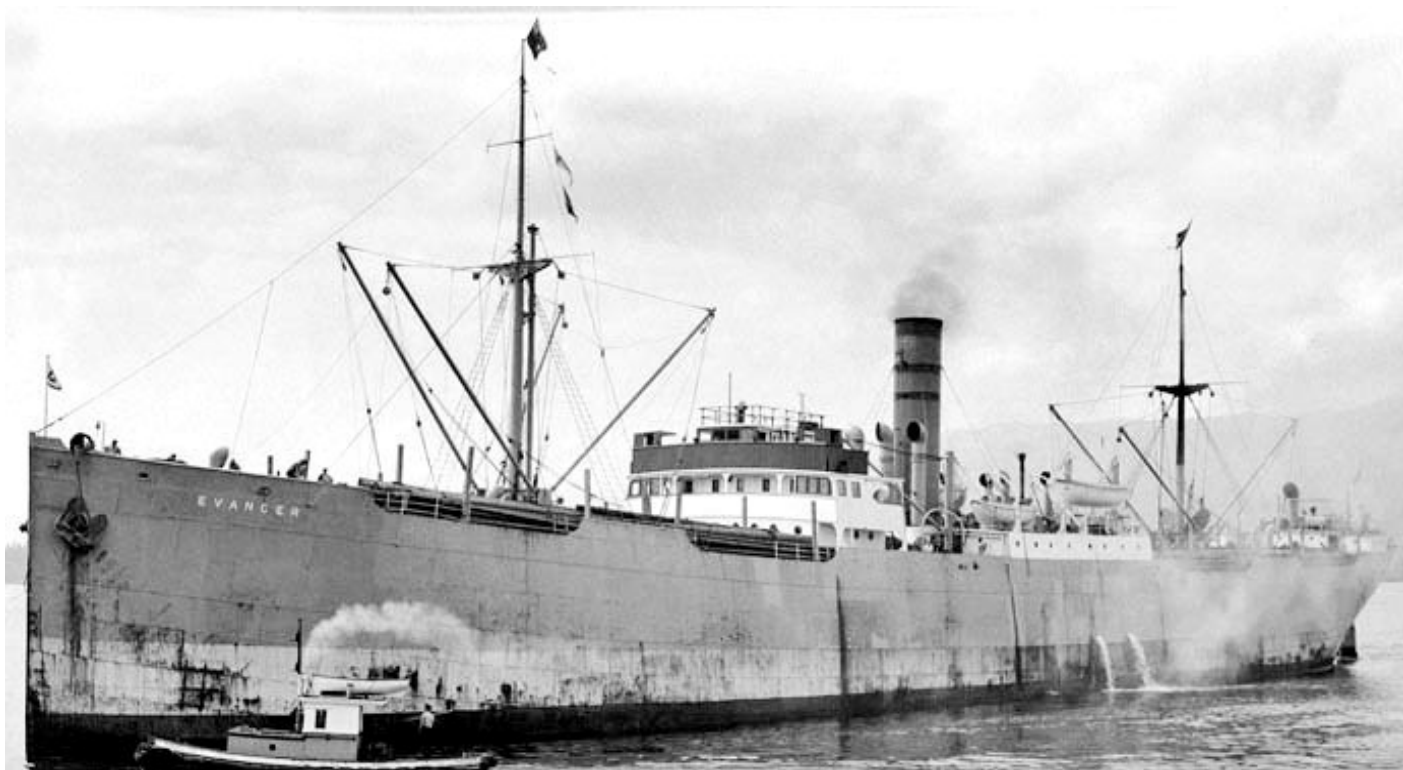


Evanger

IMO/off nr	1196078
Call Signal	MVQN / LCIV
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1920/07
Shipyard	Irvine's Shipbuilding & Dry Docks Co. Ltd, West Hartlepool, England.
Sno	607
Cargo Handling	4 lasterom med 4 luker. 10 vinsjer. 11 bommer.
Tonnage	7.260 tdw, 3.870 brt, 2.327 nrt.
Size	L: 365,4'-B: 52,2'-D: 23,7'.
Propulsion	1 stempel dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 28,0"—42,0"—70,0", slag/stroke.: 48,0". 418 NHK. Bygget av Richardson, Westgarth & Co. Ltd, Hartlepool, England.
Boiler	2 dampkjeler (boilers), hver med dim.: 15,8' x 11,1' og 3 fyrganger. Samlet heteflate 7.386 ft2. Arbeidstrykk 180 psi. Bygget av Richardson, Westgarth & Co. Ltd, Hartlepool, England.
Power	10,0 knop.
Class	DnV +1A1
Vessel:	BRG525192004
Manager	Westfal-Larsen & Co. A/S, Bergen.
Owner	Westfal-Larsen & Co. A/S, Bergen.
Port	Bergen
Year (y)	1920



BRG52519200420001 EVANGER. Bilde via teesbuiltships.

History in Norwegian

1920 Bygget som EVANGER av Irvine's Shipbuilding & Dry Docks Co. Ltd, West Hartlepool, England for Westfal-Larsen & Co. A/S, Bergen. Sjøsat 23/03, ferdigstilt i juli. 1940 WW II–Nortraship ble managers i april. 1945 Returnert til eierne i juli. 1952 Solgt for GBP 250.000 til Manners Navigation Co. Ltd (John Manners & Co. Ltd), Hong Kong. Omdøpt til SAN JORGE. 1955 Solgt til China Shipping Co. Ltd (John Manners & Co. Ltd), Hong Kong. 1956 Omdøpt til TOKYO BREEZE. 1957 Solgt til Marine Navigation Co. Ltd (World-Wide Co. Ltd), Hong Kong. Omdøpt til GOLDEN KAPPA. 1958 Ankom Hong Kong 02/12 for hogging ved Hong Kong Chiap Hua Manufactory Co. (1947) Ltd.

History

1920 Built as EVANGER at Irvine's Shipbuilding & Dry Docks Co. Ltd, West Hartlepool, England for Westfal-Larsen & Co. A/S, Bergen. Launched 23/03, completed in July. 1940 WW II–Nortraship became managers in April. 1945 Returned to the owners in July. 1952 Sold for GBP 250.000 to Manners Navigation Co. Ltd (John Manners & Co. Ltd), Hong Kong. Renamed SAN JORGE. 1955 Sold to China Shipping Co. Ltd (John Manners & Co. Ltd), Hong Kong. 1956 Renamed TOKYO BREEZE. 1957 Sold to Marine Navigation Co. Ltd (World-Wide Co. Ltd), Hong Kong. Renamed GOLDEN KAPPA. 1958 Arrived 02/12 at Hong Kong for demolition by Hong Kong Chiap Hua Manufactory Co. (1947) Ltd.