

Ingeren

IMO/off nr	1131319
Call Signal	LDKN / LCOW
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1911/03
Shipyard	Sir Raylton Dixon & Co. Ltd, Cleveland Dockyard, Middlesbrough, England.
Sno	554
Cargo Handling	8 luker. 8 vinsjer. 16 bommer.
Tonnage	8.600 tdw, 6.118 brt, 3.266 nrt.
Size	L: 404,9'-B: 54,4'-D: 26,3'.
Propulsion	1 dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 28,0"—46,0"—77,0" , slag/stroke: 48,0". 542 NHK. Bygget av Richardson Westgarth & Co. Ltd, Hartlepool, England.
Boiler	3 dampkjeler (boilers), hver med 3 fyrganger. Samlet heteflate 7.743 ft2. Arbeidstrykk 180 psi. Bygget av Richardson Westgarth & Co. Ltd, Hartlepool, England.
Power	9,0 knop.
Class	DnV +1A1
Vessel:	BRG541192302
Manager	Jacob Kjøde A/S, Bergen.
Owner	A/S Inger, Bergen.
Port	Bergen
Year (y)	1923



BRG54119230220001 INGEREN. Bilde via SIU.

History in Norwegian

1910 Bygget som DS BERWINDVALE av Sir Raylton Dixon & Co. Ltd, Cleveland Dockyard, Middlesbrough, England for Berwindvale Steamship Co. Ltd (J. Esplen), Liverpool, England. Sjøsat 15/12. 1911 Ferdigstilt i mars. 1918 Anglo-Saxon Petroleum Co. Ltd, Liverpool ble managers. Ombygget til tankskip med sylindriske tanker i rommene. 1919 J. Esplen, Liverpool, England ble managers. Ombygget til tørrlastskip igjen. 1923 Solgt til A/S Inger (Jacob Kjøde A/S), Bergen. Omdøpt til INGEREN. 1940 Var i svenske farvann i april. Rekvisitert av den Svenske Regjering. Overført til Svenska Statens Trafikkommission (A/B Svenska Orient Linien), Stockholm, Sverige. 1944 Returnert til eierne, forble i svensk farvann inntil slutten av krigen. 1953 Solgt for GBP 74.000 til British Iron & Steel Co. Ankom 09/01 til Blyth, England for hogging ved Hughes Bolckow Ltd.

History

1910 Built as SS BERWINDVALE by Sir Raylton Dixon & Co. Ltd, Cleveland Dockyard, Middlesbrough, England for Berwindvale Steamship Co. Ltd (J. Esplen), Liverpool, England. Launched 15/12. 1911 Completed in March. 1918 Anglo-Saxon Petroleum Co. Ltd, Liverpool became managers. Converted to carrying fuel oil in bulk with cylindrical tanks in holds. 1919 J. Esplen, Liverpool became managers. Reverted to dry cargo service. 1923 Sold to A/S Inger (Jacob Kjøde A/S), Bergen. Renamed INGEREN. 1940 Was in Swedish waters in April. Requisitioned by the Swedish Government. Transferred to Svenska Statens Trafikkommission (A/B Svenska Orient Linien), Stockholm, Sweden. 1944 Returned to owners. Remained in Swedish waters until the close of World War II. 1953 Sold for GBP 74.000 to British Iron & Steel Co. Arrived 09/01 at Blyth, England for demolition by Hughes Bolckow Ltd.