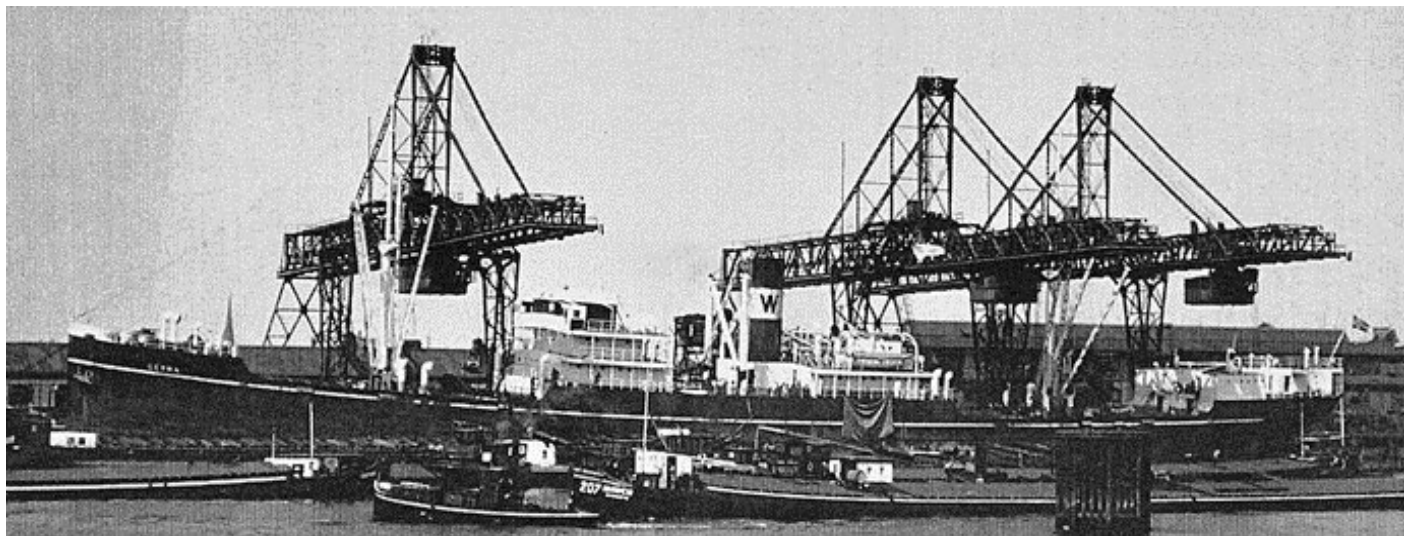


Germa

IMO/off nr	5257854
Call Signal	LJLW
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1920/11
Shipyard	Harland & Wolff Ltd, Belfast, Nord-Irland.
Sno	550
Cargo Handling	5 luker. 11 bommer. 11 vinsjer.
Tonnage	7.750 tdw, 5.255 brt, 3.169 nrt.
Size	Loa: 413,0'-Lbp: 400,5'-B: 52,4'-D: 31,0'-Dypg.: 25' 04".
Propulsion	1 x dampmaskin (steam reciprocating), compound. 4-sylindret, syl. diam.: 2 x 12,0"-2 x 22,3", slag/stroke: 15,0" samt lavtrykksturbin. 399 NHK overført via gir til propellaksel. Bygget av White's Marine Engineering Co. Ltd, Newcastle, England.
Boiler	2 x dampkjeler (boilers), hver med 3 fyrganger. Samlet heteflate 5.112 ft². Arbeidstrykk 200 psi. Bygget av White's Marine Engineering Co. Ltd, Newcastle, England.
Class	LR +100A1
Vessel:	KRS204193701
Manager	Johan Gerrard jr., Kristiansand.
Owner	Skips-A/S Germa, Kristiansand.
Speed	10,0 knop.
Port	Kristiansand
Year (y)	1937



KRS20419370120001 GERMA. Foto fra Skipet 3/99.

History in Norwegian

1920 Bygget som TS BOSWELL ved Harland & Wolff Ltd, Belfast, Nord-Irland for Liverpool, Brazil & River Plate Steam Nav. Co. Ltd (Lamport & Holt Ltd), Liverpool, England. Sjøsat 01/07, levert 19/11. Bygget med dampturbiner. 590 NHK giret til en propellaksel. Bygget av Harland & Wolff Ltd, Belfast. 1934 Dampmaskin ombygget til 4-sylindret compound med LTU. Solgt i mai for GBP 5.200 til White Shipping Co. Ltd (R. I. James), Newcastle, England. Omdøpt til ADDERSTONE. 1937 Solgt i juni for GBP 51.750 til Skips-A/S Germa (Johan Gerrard jr.), Kristiansand. Omdøpt til GERMA. 1940 Nortraship ble managers i april. 1945 Tilbakelevert eierne i oktober. 1950 Solgt i februar for GBP 62.000 til Wallem & Co., Hong Kong. 1951 Solgt til Daiichi Sempaku KK, Kobe, Japan. Omdøpt til NORWAY MARU. 1958 Ombygget til motorskip. Dampmaskineri fjernet. 1 x dieselmotor installert. 2-takt/enklv., 6-sylinder, syl dim.: 540 x 900 mm. 2.400 BHK. Bygget av Niigata Engine Co. Ltd, Niigata, Japan. 1966 Solgt til Fujita Kaiji Kogyo KK, Osaka, Japan. 1968 Forlot Tokyo, Japan 05/12 for hugging i Sakai, Japan. 1970 Huggingen begynte i januar.

History

1920 Built as TS BOSWELL at Harland & Wolff Ltd, Belfast, Northern Ireland for Liverpool, Brazil & River Plate Steam Nav. Co. Ltd (Lamport & Holt Ltd), Liverpool, England. Launched 01/07, delivered 19/11. Built with steamturbines. 590 NHK geared to one propeller shaft. Built by Harland & Wolff Ltd, Belfast. 1934 Steam engine rebuilt to a 4-cylinder compound with LTU. Sold in May for GBP 5.200 to White Shipping Co. Ltd (R. I. James), Newcastle, England. Renamed ADDERSTONE. 1937 Sold in June for GBP 51.750 to Skips-A/S Germa (Johan Gerrard jr.), Kristiansand. Renamed GERMA. 1940 Nortraship became managers in April. 1945 Returned to owners in October. 1950 Sold in February for GBP 62.000 to Wallem & Co., Hong Kong. 1951 Sold to Daiichi Sempaku KK, Kobe, Japan. Renamed NORWAY MARU. 1958 Converted to a motor vessel. Steam machinery removed. 1 x diesel engine installed. 2-cy/sa, 6-cylinder, cyl dim.: 540 x 900 mm. 2.400 BHK. Built by Niigata Engine Co. Ltd, Niigata, Japan. 1966 Sold to Fujita Kaiji Kogyo KK, Osaka, Japan. 1968 Left Tokyo, Japan 05/12 for scrapping at Sakai, Japan. 1970 Demolition began in January.