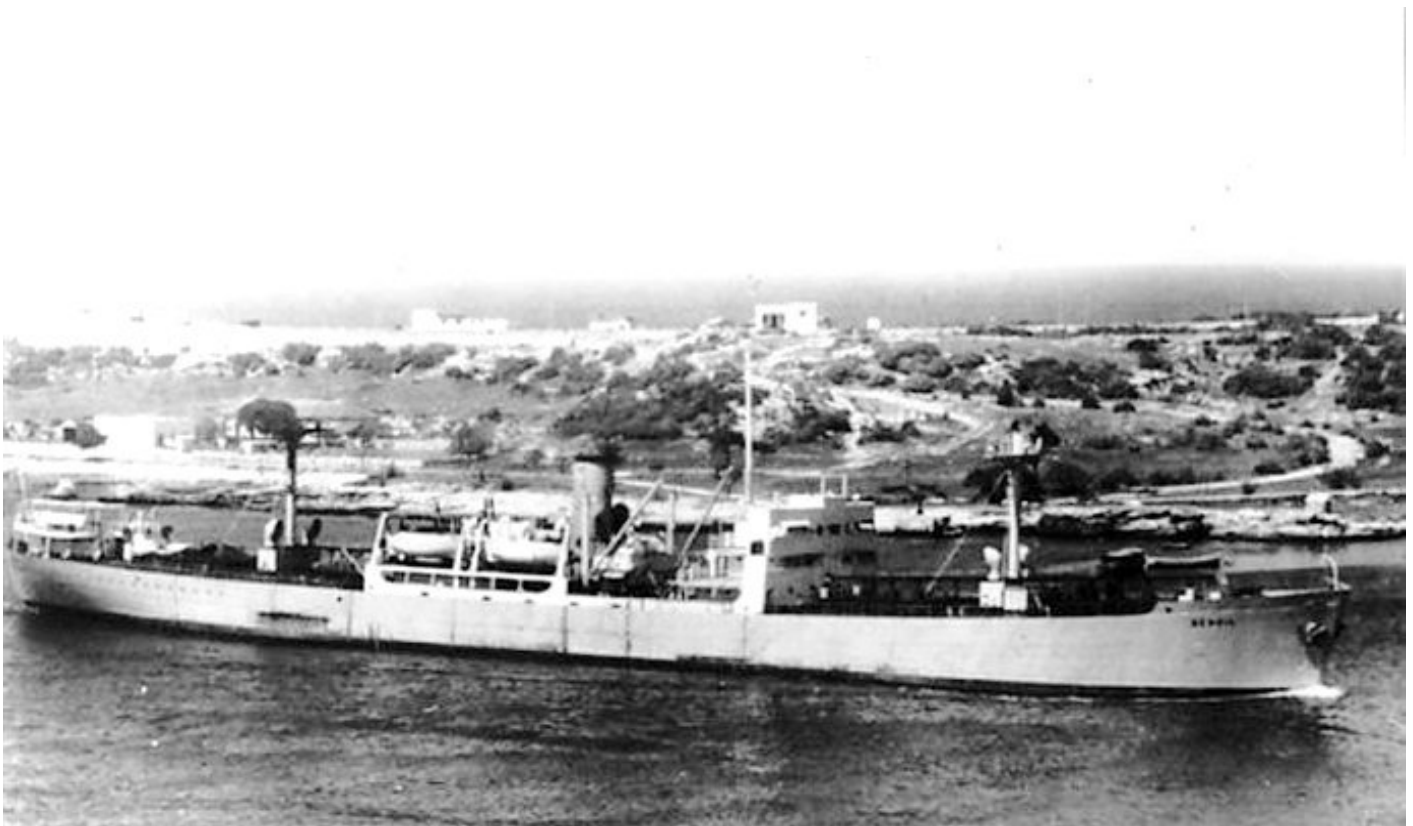


Benoil

IMO/off nr	5271513
Call Signal	LLXY
Flag	NOR
Ship type	Dampskip, tanker steam ship, tanker. Victory
Year Built	1944/02
Shipyard	West Coast Shipbuilders Ltd, Vancouver, B.C., Canada.
Sno	134
Tonnage	9.800 tdw, 7.238 brt, 4.183 nrt.
Size	L: 424,6'-B: 57,2'-D: 34,9'.
Propulsion	1 dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 24,5''-37,0''-70,0'', slag/stroke: 48,0''. 2.500 IHK. Bygget av John Inglis Co. Ltd, Toronto, Ontario, Canada.
Boiler	2 vannrørs dampkjeler (water tube boilers) med overhetere. Arbeidstrykk 250-230 psi. Samlet heteflate 9.704 ft². Bygget av John Inglis Co. Ltd, Toronto, Ontario, Canada.
Class	Lloyd's +100A1
Vessel:	KRS217194601
Manager	Bendt Rasmussen, Kristiansand.
Owner	Skips-A/S Excelsior, Kristiansand.
Speed	10,0 knop.
Port	Kristiansand
Year (y)	1946



KRS21719460120001 BENOIL. Foto via Jan Tore Knudsen / Sørlandskip.

History in Norwegian

1944 Bygget som MOOSE MOUNTAIN PARK ved West Coast Shipbuilders Ltd, Vancouver, BC, Canada for The Canadian Government c/o Park SS Co. Ltd (Shell Canadian Tankers Ltd, Toronto, ONT, Canada), Montreal, QUE, Canada. 1946 Solgt i august for CAD 625.000 til Skips-A/S Excelsior (Einar Rasmussen), Kristiansand. Omdøpt til BENOIL. Bendt Rasmussen overtok managementet kort tid etter. 1951 Solgt i juli for NOK 6.488.000 til Balearica Compania Navegacion S.A., Panama. Omdøpt til CONQUEROR. 1953 Solgt i april til Compania di Navegacion Patria S.A., Panama, omdøpt PATRIA. Ombygget til tørrlastskip. Ommålt: 10.000 tdw, 7.217 brt, 5.063 nrt. 1954 Grunnstøtte i tåke 20/06 ved East Point, Santa Rosa Island, CA, USA mens hun var på reise fra Hampton Roads, VA, USA til Yokohama, Japan med kull. Erklært totalt tap. Brakt flott i juli. Solgt til Dale Messer, Long Beach, CA, USA og reparert. Solgt under reparasjon til The Houston Investments Inc, Monrovia/Panama. Satt i fart som RUNNING EAGLE. 1955 Solgt i april til Compania di Navegacion San Augustine S.A. (Tidewater Commercial Co., Baltimore, MD, USA), Panama. Omdøpt til PATAPSCO RIVER i november. 1963 Hugging begynte 02/11 i Hiaro, Japan.

History

1944 Built as MOOSE MOUNTAIN PARK at West Coast Shipbuilders Ltd, Vancouver, BC, Canada for The Canadian Government c/o Park SS Co. Ltd (Shell Canadian Tankers Ltd, Toronto, ONT, Canada), Montreal, QUE, Canada. 1946 Sold in August for CAD 625.000 to Skips-A/S Excelsior (Einar Rasmussen), Kristiansand. Renamed BENOIL. Bendt Rasmussen became manager shortly after. 1951 Sold in July for NOK 6.488.000 to Balearica Compania Navegacion S.A., Panama. Renamed CONQUEROR. 1953 Sold in April to Compania di Navegacion Patria S.A., Panama. Renamed PATRIA. Converted to a dry cargo vessel. Re-measured: 10.000 tdw, 7.217 brt, 5.063 nrt. 1954 Stranded in fog 20/06 at East Point, Santa Rosa Island, CA, USA whilst on a voyage from Hampton Roads, VA, USA to Yokohama, Japan with coal. Declared total loss. Refloated in July. Sold to Dale Messer, Long Beach, CA, USA and repaired. Sold during the repair period to The Houston Investments Inc, Monrovia/Panama. Put back in trade as RUNNING EAGLE. 1955 Sold in April to Compania di Navegacion San Augustine S.A. (Tidewater Commercial Co., Baltimore, MD, USA), Panama. Renamed PATAPSCO RIVER in November. 1963 Demolition began 02/11 at Hiaro, Japan.