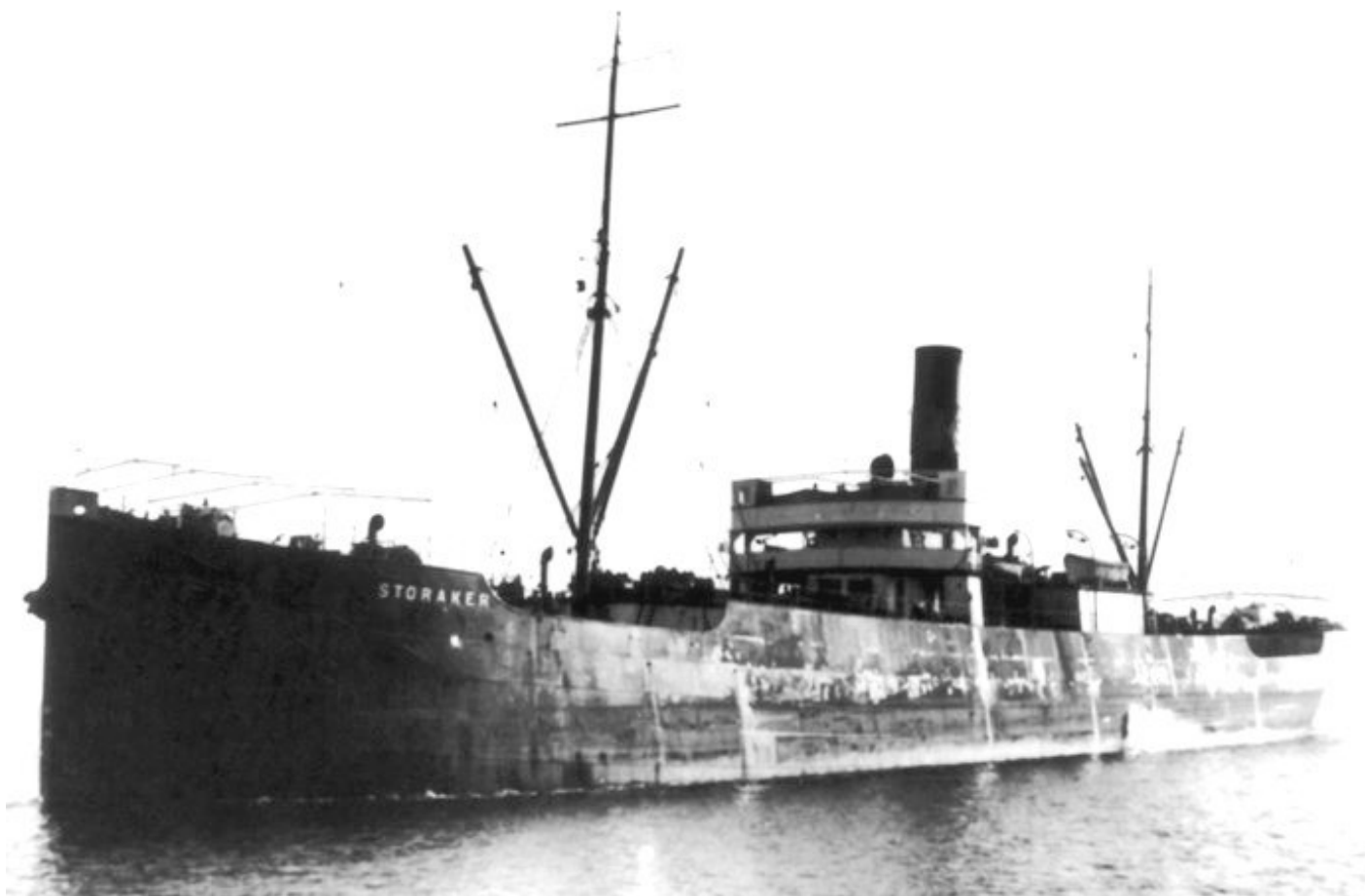


Storaker

IMO/off nr	5601222
Call Signal	HDJT
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1899/01
Shipyard	Ropner & Son, Stockton-on-Tees, England.
Sno	253
Tonnage	5.300 tdw, 2.976 brt, 1.896 nrt.
Size	L: 325,0'-B: 48,0'-D: 21,9'.
Propulsion	1 x stempel dampmaskin (steam reciprocating), type triple exp, 3-sylindret, syl. dim.: 24,0"-38,0"-64,0", slag/stroke: 42,0". 272 NHK. Bygget av Sir Christopher Furness, Westgarth & Co. Ltd, Middlesbrough, England.
Boiler	2 x dampkjeler (boilers), hver med dim.: 15,3 x 10,3' og 3 fyrganger. Arbeidstrykk 160 psi. Bygget av Sir Christopher Furness, Westgarth & Co. Ltd., Middlesbrough, England.
Class	DnV 1A1
Vessel:	KRS222191517
Manager	Sven O. Stray & Co., Kristiansand.
Owner	A/S Christiansand, Kristiansand.
Port	Kristiansand



KRS22219151720001 STORAKER. Foto fra europeana.eu.

History in Norwegian

1899 Bygget som AKER ved Ropner & Son, Stockton-on-Tees, England for D/S A/S Aker (Fearnley & Eger), Kristiania. Sjøsat 28/11. 1899 Ferdigstilt i januar. 1914 Solgt 09/07 for NOK 250.000 til E. B. Aaby & Co., Drammen. 1915 Solgt 18/02 til A/S Christiansand (Sven O. Stray & Co. A/S), Kristiansand. Omdøpt til STORAKER. 1921 Solgt til A/S Norsk Rutefart (Sven O. Stray & Co. A/S), Kristiansand. 1923 Forlatt 26/02 i Nord-Atlanteren (46.02N-42.23V) mens hun var på reise fra New York, NY, USA til Norge med stykkgoods. Under sjøforklaringen ble det fastslått at skipet ikke var sjødyktig. Både reder og skipsfører ble bøtelagt.

History

1899 Built as AKER at Ropner & Son, Stockton-on-Tees, England for D/S A/S Aker (Fearnley & Eger), Kristiania. Launched 28/11. 1899 Delivered in January. 1914 Sold 09/07 for NOK 250.000 to E. B. Aaby & Co., Drammen. 1915 Sold 18/02 to A/S Christiansand (Sven O. Stray & Co. A/S), Kristiansand. Renamed STORAKER. 1921 Sold to A/S Norsk Rutefart (Sven O. Stray & Co. A/S), Kristiansand. 1923 Abandoned 26/02 in the North Atlantic (46.02N-42.23W) whilst on a voyage from New York, NY, USA to Norway with general cargo. During the inquiry it was found that the ship was not seaworthy. Both owner and master was fined.