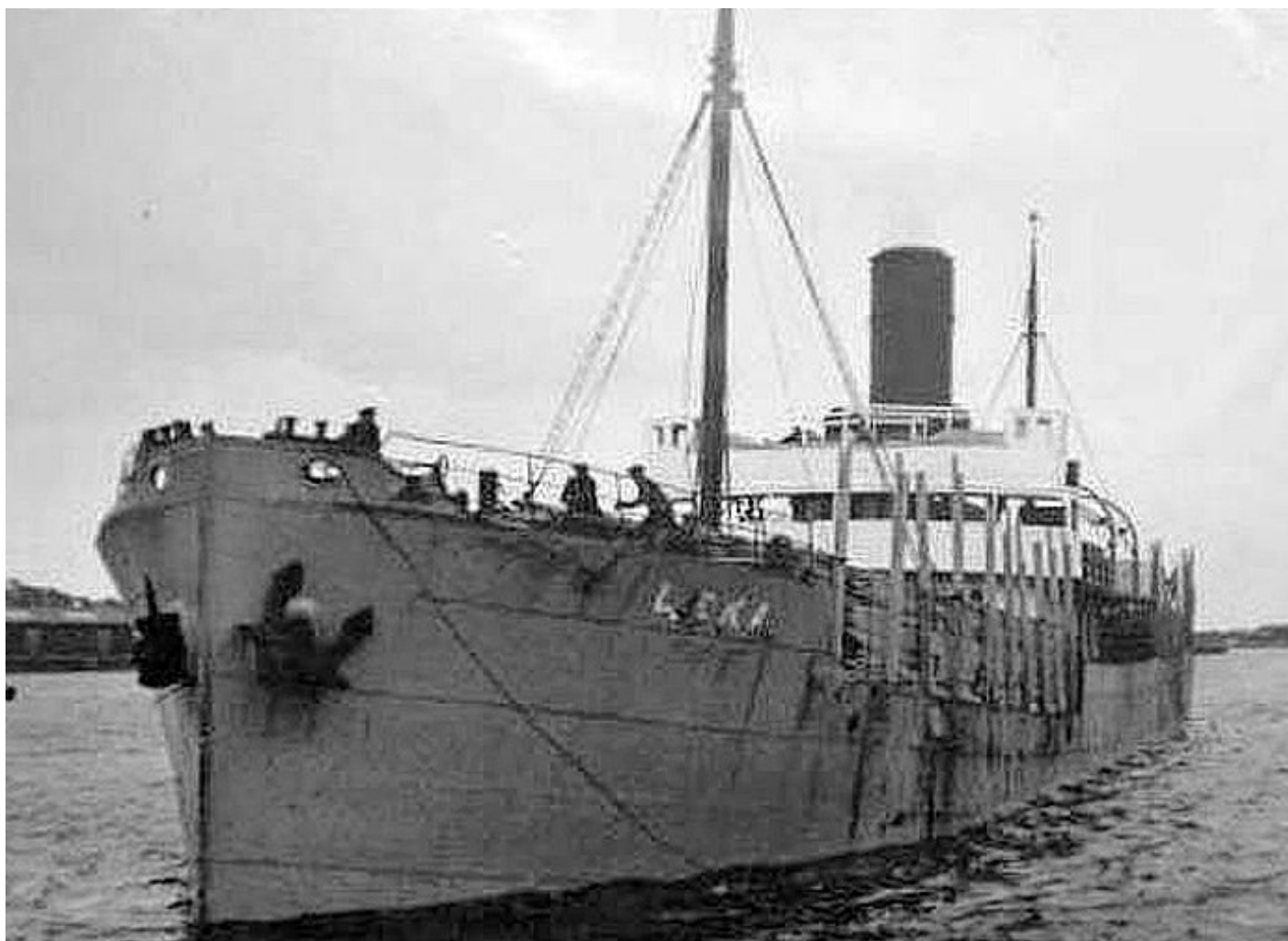


Leka

IMO/off nr	1146670
Call Signal	WPRD / LGQC / LEIW
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1922/11
Shipyard	J. Samuel White & Co. Ltd, East Cowes, Isle of Wight, England.
Sno	1562
Cargo Handling	4 lasteluker. 4 vinsjer. 4 bommer.
Tonnage	2.530 tdw, 1.596 brt, 1.000 nrt.
Size	L: 256,0'-B: 40,3'-D: 15,9'.
Propulsion	1 stempel dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 19,0"-32,0"-52,0", slag/stroke: 36,0". 201 NHK. Bygget av J. Samuel White & Co. Ltd, East Cowes, Isle of Wight, England.
Boiler	2 dampkjeler (boiler), hver med dim.: 13,8' x 10,9' med 3 fyrganger. Samlet heteflate 3.440 ft2. Arbeidstrykk 180 psi. Bygget av J. Samuel White & Co. Ltd, East Cowes, Isle of Wight, England.
Class	Lloyd's +100A1
Vessel:	OSL309192601
Manager	C. T. Gogstad & Co., Oslo.
Owner	Dampskibsselskabet A/S Laly, Oslo.
Speed	9,0 knop.
Port	Oslo
Year (y)	1926



History in Norwegian

1922 Bygget som HITHERWOOD av J. Samuel White & Co. Ltd, East Cowes, Isle of Wight, England for C. A. Stewart & Co., London, England. Sjøsat 01/07, ferdigstilt i november. 1926 Solgt til Dampskibsselskabet A/S Laly (C. T. Gogstad & Co.), Oslo. Omdøpt til LEKA. 1940 WW II-Nortraship ble managers i april. 1949 Solgt til N.V. Reederij Wilpo (N.V. Houthandel, William Pont), Zaandam, Nederland. Omdøpt til WILPO. 1952 Solgt til William Pont (Scheepvaartkantoor J. Tavenier), Zaandam. 1954 Solgt til Ardente, S.p.A. (Mario Zoboli), Genoa, Italia. Omdøpt til EMILIA ZOBOLI. 1959 Ankom i mars til Split, Jugoslavia for hugging av Brodospas.

History

1922 Built as HITHERWOOD at J. Samuel White & Co. Ltd, East Cowes, Isle of Wight, England for C. A. Stewart & Co., London, England. Launched 01/07, completed in November. 1926 Sold to Dampskibsselskabet A/S Laly (C. T. Gogstad & Co.),, Oslo. Renamed LEKA. 1940 WW II-Nortraaship became managers in April. 1949 Sold to N.V. Reederij Wilpo (N.V. Houthandel, William Pont), Zaandam, the Netherlands. Renamed WILPO. 1952 Sold to William Pont (Scheepvaartkantoor J. Tavenier), Zaandam. 1954 Sold to Ardente, S.p.A. (Mario Zoboli), Genoa, Italy. Renamed EMILIA ZOBOLI. 1959 Arrived in March at Split, Yugoslavia for demolition by Brodospas.