

Vilja

IMO/off nr	1169776
Call Signal	LGMT / LDDO
Flag	NOR
Ship type	Motorskip, tanker motor ship, tanker.
Year Built	1928/01
Shipyard	Kockums Mek. Verkstads A/B, Malmö, Sverige.
Sno	154
Tonnage	9.680 tdw, 6.672 brt, 3.907 nrt.
Size	L: 411,2'-B: 56,2'-D: 32,4'.
Propulsion	1 dieselmotor, MAN. 4-takt/enklvt., 6-sylinder, syl. dim.: 710 x 1.400 mm. 2.200 BHK. Bygget av Kockums Mek. Verkstads A/B, Malmö, Sverige.
Boiler	2 hjelpekjeler (aux. boilers) med arbeidstrykk 150 psi.
Class	DnV +1A1 Tankskip for oljelast.
Vessel:	OSL322192801
Manager	Halfdan Ditlev-Simonsen & Co., Oslo.
Owner	Skibs-A/S Nordheim, Oslo.
Speed	10,5 knop.
Port	Oslo
Year (y)	1928



OSL32219280120001 VILJA. Foto via Per Sundfær.

History in Norwegian

1927 Bygget som M/T VILJA av Kockums Mek. Verkstads A/B, Malmö, Sverige for Skibs-A/S Nordheim (Halfdan Ditlev-Simonsen & Co.), Oslo. Sjøsat 26/11. 1928 Ferdigstilt i januar. 1940 WW II–Nortraship ble managers i april. 1941 Brannskadet 24/12 i Haifa, Palestina. Brannen skyldes brennende olje fra den minesprengte franske tankeren PHENIX av Le Havre, Frankrike. 1942 Midlertidig reparasjon ble utført i februar i Haifa og i Port Said, Egypt. Hun ble tauet gjennom Suezkanalen 26/05 og kom til Aden, Jemen 02/06 for å laste olje. Etter lastingen fortsatte hun for 7 knops fart til Durban, Syd Afrika. Etter utlossing her seilte hun til Port of Spain, Trinidad i ballast. Skadet 13/09 av torpedo fra den tyske ubåten U 558 (Kapitänleutnant Günther Krech) i posisjon 12.15N-62.52V mens hun var på reise i konvoi TAG-5 fra Port of Spain, Trinidad til Guantanamo Bay, Cuba. Kaptein Karl Andersen, 29 av mannskapet og 4 skyttere forlot skipet i livbåtene. De holdt seg i nærheten og etter 4 timer gikk de om bord igjen. De bestemte seg for å returnere til Port of Spain, Trinidad. Snart etter tok de opp overlevende fra britisk MS EMPIRE LUGARD som var torpedert av U 558 noe tidligere. Etter midlertidig reparasjon i Port of Spain, Trinidad seilte hun 30/12 til Guantanamo Bay. 1943 Seilte 09/01 fra Guantanamo Bay til New Orleans, Louisiana, USA. Hun havarerte 16/01, straks før ankomst og måtte taues inn til havn. Kondemnert 26/10. Overtatt av Ministry of War Transport, London, England. 1944 Solgt til hogging i juli. 1945 Hogget i november ved Baltimore, Maryland, USA.

History

1927 Built as VILJA by Kockums Mek. Verkstads A/B, Malmö, Sverige for Skibs-A/S Nordheim (Halfdan Ditlev-Simonsen & Co.), Oslo. Launched 26/11. 1928 Completed in January. 1940 WW II Nortraship became managers in April. 1941 Badly damaged 24/12 in a fire in the harbour of Haifa, Palestina that was caused by the mined and burning French tanker PHENIX of Le Havre, France. 1942 Temporary repairs were made in Haifa and in Port Said, Egypt. She was towed through the Suez Canal 26/05 and arrived 02/06 at Aden, Yemen to load a cargo of oil. The ship continued at 7 knots to Durban, South Africa. where the cargo was discharged and she was then sent to Port of Spain, Trinidad in ballast. Damaged 13/09 by a torpedo from the German submarine U 558 (Kapitänleutnant Günther Krech) in position 12.15N-62.52W whilst on voyage in convoy TAG-5 from Port of Spain, Trinidad to Guantanamo Bay, Cuba. The Master Karl Andersen, 29 crew members and four gunners abandoned ship in the lifeboats, but stayed near the tanker and because nothing more happened, they reboarded her after 4 hours. They decided to take the ship back to Port of Spain, Trinidad. Soon thereafter picked they up the survivors from the British MV EMPIRE LUGARD which had been sunk earlier from the same convoy by the same U-boat. After temporary repairs were completed in Port of Spain, Trinidad sailed 30/12 at 5 knots to Guantanamo Bay. 1943 Sailed 09/01 from Guantanamo Bay to New Orleans, Louisiana, USA. She broke down 16/01 just before arriving, and had to be towed to port by a tug. She was declared a total loss and condemned 26/10. Taken over by Ministry of War Transport, London, England. 1944 Sold for demolition in July. 1945 Broken up in November at Baltimore, Maryland, USA.