Newzealand

Call Signal	LDNP
Flag	NOR
Ship type	Dampskip, tanker/steam ship, tanker for oil
Year Built	1930/05
Shipyard	Barclay, Curle & Co. Ltd., Glasgow
Sno	637
Tonnage	13.500 tdw, 9.311 brt, 5.665 nrt
Size	L: 484,3' - B: 65,5' - D: 36,9'
Propulsion	2 x dieselmotor, type Doxford, 2-takt/enkeltv., 4-sylindret, syl.dim.: 18,9" x 74" koblet til hver sin propell. Bygget ved Barcley, Curle & Co., Ld., Glasgow, Scotland
Boiler	2 x hjelpekjeler (ildrørskjeler/fire tube boilers), oljefyrt.
Power	11,0 knop
Crew	pers,
Manager	Erling H. Samuelsen A/S, Oslo
Owner	Erling H.Samuelsens Rederi II A/S (Erling H.Samuelsen, Koppang), Oslo
Port	Oslo



OSL36019300120001 MT NEW ZEALAND. Bilde fra www.clydesite.co.uk

History in Norwegian

1930 Bygget som motortanker NEW ZEALAND ved Barclay, Curle & Co., Ld., Glasgow, Scotland for Erling H. Samuelsens Rederi II A/S (Erling H. Samuelsen, Koppang), Oslo. Sjøsatt 12/03-1930. Overlevert i mai. 1940 Det synes som om hun var i Durban på tidspunktet da krigen brøt ut i Norge 09/04-1940. 1945 Tilbakelevert til eier. 1950 Solgt til Panama, omdøpt SEA FORTUNE 1951 Solgt, omdøpt ASPIRANT 1954 Solgt til hugging. Ankom Osaka, Japan 01/05-1954 for hugging

History

1930 Built as motor tanker NEW ZEALAND by Barclay, Curle & Co., Ld., Glasgow, Scotland for Erling H. Samuelsens Rederi II A/S (Erling H. Samuelsen, Koppang), Oslo. Launched on 12/03-1930, completed in May. 1940 It seems she was located in Durban, South-Africa at the time of outbreak of war in Norway on 09/04-1940. 1945 Returned to owner. 1950 Sold to Panama, renamed SEA FORTUNE 1951 Sold, renamed ASPIRANT 1954 Sold to breaking. Arrived Osaka, Japan on 01/05-1954 for breaking.