

Roald Amundsen

IMO/off nr	5615512
Call Signal	LLMU
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo. Type EC2-S-C1 (Liberty)
Year Built	1943/04
Shipyard	Bethlehem-Fairfield Shipyard Inc., Baltimore, MD, USA.
Sno	2120/970
Cargo Handling	5 lasterom med 5 luker. 12 bommer. 11 vinsjer.
Tonnage	10.521 tdw, 7.192 brt, 4.379 nrt.
Size	L: 423,1'-B: 57,1'-D: 34,9'.
Propulsion	1 x stempel dampmaskin (steam reciprocating), type triple exp., 3-sylindret, syl. diam.: 24,5"-37,0"-70,0", slag/stroke: 48,0". 2.500 IHK. Bygget av Ellicott Machinery Corp., Baltimore, MD, USA.
Boiler	2 x vannrørs dampkjeler (water tube boilers). Total heteflate 10.232 ft².
Class	ABS
Vessel:	OSL372194601
Crew	41 pers.
Manager	Olav Ringdal, Oslo.
Owner	Ringdals Rederi A/S, Oslo.
Speed	11.0 knop.
Port	Oslo
Year (y)	1946



OSL37219460120001 ROALD AMUNDSEN. Foto fra boka *Liberty Ships in Peacetime*.

History in Norwegian

1943 Kjølstрукket 12/03. Bygget som WILLIAM STRONG av Bethlehem-Fairfield Shipyard Inc., Baltimore, MD, USA for US War Shipping Administration, Baltimore. Sjøsat 13/04, levert 24/04. Overtatt ved leveringen av Nortraship, London, England. Omdøpt til ROALD AMUNDSEN. 1946 Solgt i november for USD 588.000 til Ringdals Rederi A/S (Olav Ringdal), Oslo. 1947 Grunnstøtte 20/11 ved Sjøholmen utenfor Skudeneshavn mens hun var på reise fra Antwerpen, Belgia til Narvik i ballast. Bergingsbåten ULLER ble tilkalt, men skipet lot seg ikke berge. 1948 I en storm 15/01 brøt skipet i tre deler, 2 av dem sank. Skipet ble hugget in situ av Stavanger Skibs-Ophugnings Co. i løpet av sommeren 1948.

History

1943 Keel laid 12/03. Built as WILLIAM STRONG by Bethlehem-Fairfield Shipyard, Inc., Baltimore, MD, USA for US War Shipping Administration, Baltimore. Launched 13/04, delivered 24/04. Taken over at the delivery by Nortraship, London, England, Renamed ROALD AMUNDSEN. 1946 Sold in November for USD 588.000 to Ringdals Rederi A/S (Olav Ringdal), Oslo. 1947 Wrecked 20/11 at Sjøholmen off Skudeneshavn whilst on a voyage from Antwerp, Belgium to Narvik in ballast. The salvage boat ULLER was called, but found it impossible to salvage the vessel. 1948 Broke in three in a gale 15/01, two of the parts sank. The vessel was broken up in situ by Stavanger Skibs-Ophugnings Co. during the summer 1948.