

Aitanga

IMO/off nr	6135121
Call Signal	LMWD
Flag	NOR
Ship type	Motorskip, stykkgoods motor ship, general cargo.
Year Built	1945/12
Shipyard	Tees-Side Bridge & Engineering Works Ltd, Middlesbrough, England.
Cargo Handling	2 lasteluker. 6 vinsjer. 7 bommer.
Tonnage	2.000 tdw, 1.323 brt, 540 nrt.
Size	Loa: 235,8'-Lbp: 224,7'-B: 38,1'-D: 13,6'.
Propulsion	4 x dieselmotorer, Paxman. Hver 4-takt/enkltv., V-12-sylinder, syl. dim.: 7" x 7,5". Samlet 1.440 BHK. Koblet via gear til to propellaksler. Bygget av Davy Paxman & Co. Ltd, Colchester, England.
Class	British Corporation register.
Vessel:	OSL443194601
Crew	pers,
Manager	Paul Blich, Oslo.
Owner	Skibs-A/S Aitanga, Oslo.
Speed	11,0 knop
Port	Oslo
Year (y)	1946



Fifth Battalion jump overboard to swim ashore. A Castro jet also sank another transport, the *Rio Escondido*. Loss of the ships and their supplies was the turning point. While the air battle was



still going on, men of the Second Battalion, firing from their roadblock (right) outside Playa Larga, knock out a truck full of milicianos as it roars down the road in a fruitless counterattack.



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involvement in the ill-fated adventure are well known. But President Kennedy, who has accepted ultimate responsibility for the fiasco, has not released a complete report on the invasion and the extent of the government's participation in it.

While individual soldiers admittedly cannot be authoritative interpreters of the over-all course of battle, eyewitness accounts do give dramatic dimension to the story of war. In this instance their perspective raises questions and charges which have been met by Washington officials (see summary of their reactions on page 80) and by an official document (page 34).

But the facts revealed here prove there was a shocking breakdown



History in Norwegian

1945 Bygget som landgangsfartøy LCT8 LCT 4026 ved Tees-Side Bridge & Engineering Works Ltd, Middlesbrough, England for Royal Navy Great Britain. 1946 Solgt til Skibs-A/S Aitanga (Paul Blich), Oslo. Omdøpt til AITANGA. 1948 Levert ferdig ombygget til lastefartøy fra Warrenpoint Shipyard Co., County Down, Nord-Irland. 1950 Solgt til Marina Mercante Nicaraguense, Corinto Nicaragua. Omdøpt til RIO ESCONDIDO. 1952 Nye motorer installert. 2 x dieselmotorer, Normo. 4-takt/enklvt., 8-sylinder, syl. dim.: 230 x 290 mm. Samlet 1.000 BHK. Koblet via gear til to propellaksler. Bygget av Nordberg Mfg. Co., St. Louis, USA. 1957 Solgt til A. Garcia y Cia. Ltda, Corinto, Nicargua. Videresolgt til Corinto SS. Corp. (A. Garcia y Cia. Ltda), Monrovia, Liberia. 1961 Senket 17/04 av Cubanske styrker i Bay of Chochinos på Cuba's sørkyst (Grisebukta) under et invasjonforsøk.

History

1945 Built as landing craft LCT8 LCT 4026 at Tees-Side Bridge & Engineering Works Ltd, Middlesbrough, England for Royal Navy Great Britain. 1946 Sold to Skibs-A/S Aitanga (Paul Blich), Oslo. Renamed AITANGA. 1948 Delivered converted to cargo vessel from Warrenpoint Shipyard Co., County Down, Northern Ireland. 1950 Sold to Marina Mercante Nicaraguense, Corinto Nicaragua. Renamed RIO ESCONDIDO. 1952 New engines installed: 2 x dieselmotorer, Normo, 4-stroke/SA., 8-cylinder, cyl .dim.: 230 x 290 mm. Total 1.000 BHK. Connected via gear to two propeller shafts. Built by Nordberg Mfg. Co., St. Louis, USA. 1957 Sold to A. Garcia y Cia. Ltda, Corinto, Nicargua. Re-sold to Corinto SS. Corp. (A. Garcia y Cia. Ltda), Monrovia, Liberia. 1961 Sunk 17/04 by Cuban forces in Bahia de Cochinos, south coast of Cuba (The Bay of Pigs), while engaged in landing rebel forces.