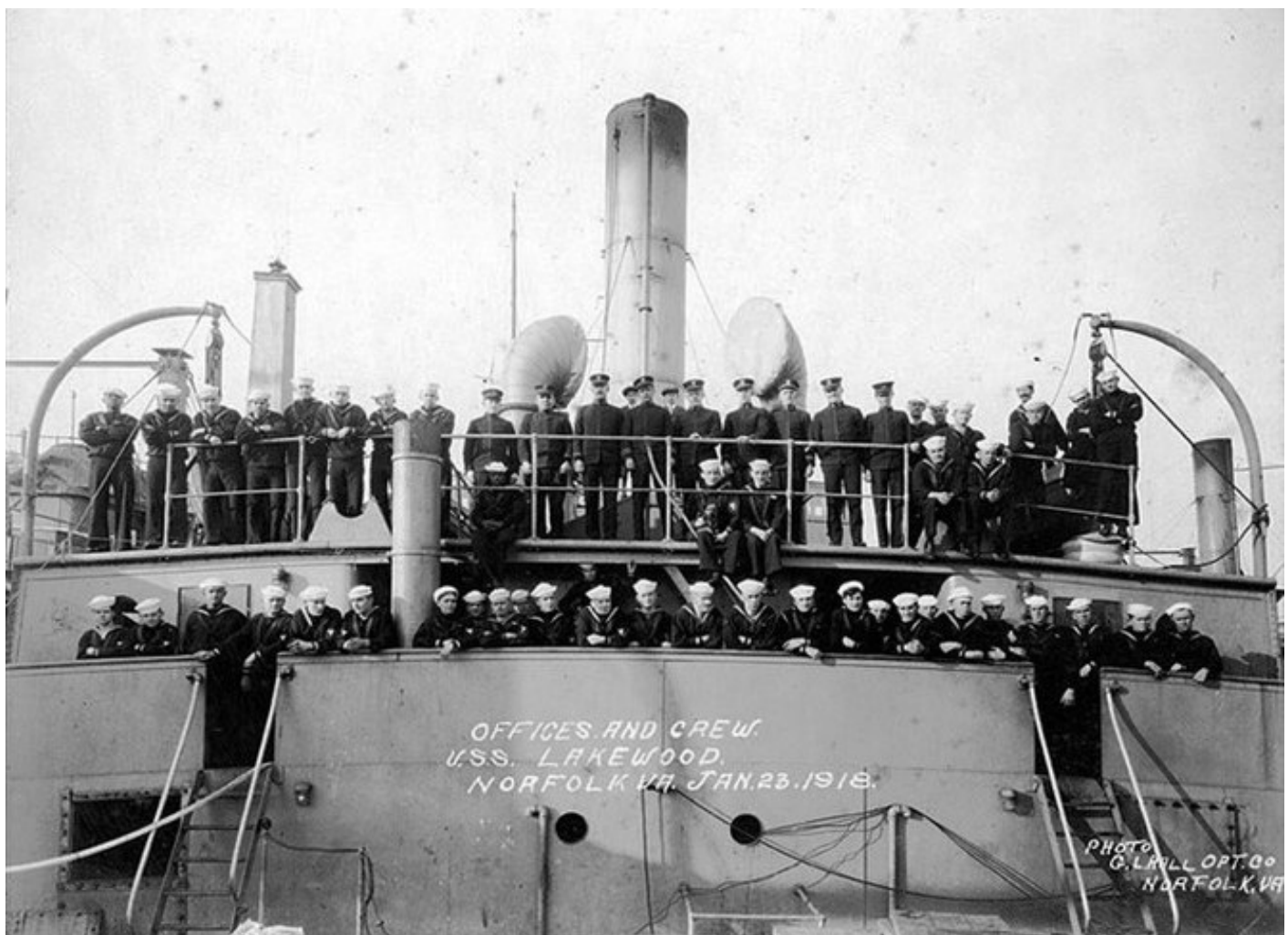


Biodd

IMO/off nr	2215785
Call Signal	LDSO
Flag	NOR
Ship type	Dampskip, stykkgoods, steam ship, general cargo.
Year Built	1917/11
Shipyard	Detroit Shipbuilding Co., Wyandotte, Michigan, USA.
Sno	212
Cargo Handling	4 lasteluker.
Tonnage	2.950 tdw, 1.847 brt, 1.075 nrt.
Size	L: 251,0'-B: 43,7'-D: 17,7'.
Propulsion	1 x stempel dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 20,0"–33,0"–54,0", slag/stroke.: 40,0". 274 NHK. Bygget av Detroit Shipbuilding Co., Wyandotte, Michigan, USA.
Boiler	2 x dampkjeler (boilers), hver med dim.: 14,5' x 11,0' og 3 fyrganger. Samlet heteflate 5.268 ft2. Arbeidstrykk 180 psi. Bygget av Detroit Shipbuilding Co., Wyandotte, Michigan, USA.
Class	Bureau Veritas
Vessel:	OSL446193102
Manager	Knut Th. Einersen, Oslo.
Owner	D/S A/S Bestum 2, Oslo.
Speed	8,5 knop.
Port	Oslo
Year (y)	1931



History in Norwegian

1917 Bygget som WAR HONOUR av Detroit Shipbuilding Co., Wyandotte, Michigan, USA for The Shipping Controller, London, England. Sjøsat 10/10. Levert i november som LAKEWOOD for U. S. Shipping Board, New York, NY, USA. Rekvirert i desember av U. S. Navy for Naval Overseas Transport Service #2555 for frakt av miner. 1919 Tilbakelevert i februar. 1920 Solgt til Lloyd Royal Belge Soc. Anon., Antwerpen, Belgia. Omdøpt til CAMBRIER. 1924 Solgt til Soc. Anon. de Gérance et d'Armement, Dunkerque, Frankrike. Omdøpt til CAP D'ALPRECHT. 1931 Solgt i desember til D/S A/S Bestum 2 (Knut Th. Einersen), Oslo. Omdøpt BIODD. 1934 Solgt til Ta Chen Navigation Co. Ltd, Shanghai, China. Omdøpt til YUNG CHI. 1937 Skadet under grunnstøting 15/02. Senket som blockship i august av Chinesiske myndigheter i Kiangyin barrage, Yangtsze River, China.

History

1917 Built as WAR HONOUR by Detroit Shipbuilding Co., Wyandotte, Michigan, USA for The Shipping Controller, London, England. Launched 10/10. Delivered in November as LAKEWOOD for U. S. Shipping Board, New York, NY, USA. Requisitioned in December by U. S. Navy for Naval Overseas Transportation Service #2555 as mine carrier. 1919 Returned in February. 1920 Sold to Lloyd Royal Belge Soc. Anon., Antwerp, Belgium. Renamed CAMBRIER. 1924 Sold to Soc. Anon. de Gérance et d'Armement, Dunkerque, France. Renamed CAP D'ALPRECHT. 1931 Sold in December to D/S A/S Bestum 2 (Knut Th. Einersen), Oslo. Renamed BIODD. 1934 Sold to Ta Chen Navigation Co. Ltd, Shanghai, China. Renamed YUNG CHI. 1937 Damaged in grounding 15/02. Sunk as a blockship by Chinese authorities in August at the Kiangyin barrage, Yangtsze River, China.