

Frontenac

IMO/off nr	5606706
Call Signal	LGNH / LCTA
Flag	NOR
Ship type	Dampskip, tanker steam ship, tanker.
Year Built	1928/02
Shipyard	Swan, Hunter & Wigham Richardson Ltd, Wallsend, England.
Sno	1303
Tonnage	11.500 tdw, 7.350 brt, 4.397 nrt.
Size	L: 440,9'-B: 58,4'-D: 33,7'.
Propulsion	1 dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 27,2"–45,0"–75,0", slag/stroke: 54,0". 605 NHK. Bygget av Wallsend Slipway & Engineering Co. Ltd, Wallsend, England.
Boiler	3 dampkjeler (boilers), hver med 4 fyrganger. Samlet heteflate 9.186 ft2. Arbeidstrykk 180 psi. Bygget av Wallsend Slipway & Engineering Co. Ltd, Wallsend, England.
Power	11,0 knop.
Class	Lloyd's +100A1
Vessel:	OSL528192801
Manager	Halle & Peterson, Oslo.
Owner	D/S A/S Baltimore, Oslo.
Port	Oslo
Year (y)	1928



OSL52819280120001 FRONTENAC i Plymouth, England. Foto: Abrahams.

History in Norwegian

1927 Bygget som FRONTENAC av Swan, Hunter & Wigham Richardson Ltd, Wallsend, England for D/S A/S Baltimore (Halle & Peterson), Oslo. Sjøsat 12/10. 1928 Ferdigstilt i februar. 1940 WW II–Nortraship ble managers i april. 1942 Skadet i torpedoangrep 27/10 av den tyske ubåten U 436 (Kapitänleutnant Günter Seibicke), i posisjon 54.20N-31.40V mens hun var på reise fra Curacao, Nederlandske Antiller via Guantanamo, Cuba via New York, NY, USA til Lamlash, Arran, Scotland med olje. Eksplosjonen forårsaket brann i baugen, men en stor sjø slukket denne, men hun lå så dypt i sjøen at propellen kom over vann og skipet stoppet i den tunge sjøen. Etter at ca. 1.000 tonn av oljen i de fremste tankene var pumpet over bord kunne de forsette reisen med 4 knops fart. Etter at alle de fremste tankene var tømt kunne de forsette med normal fart. De kom inn til Lamlash 04/11. Ny baugseksjon ble installert. 1943 Tilbake i fart 05/03. 1951 Solgt til Sociedad de Cargo Antilliana S. A., Panama. Omdøpt til ILLUSTRIOUS. 1953 Solgt til Mares Compania Armadora S. A., Panama. 1955 Ankom 19/06 til Barrow-in Furness, England for hogging ved T. W. Ward Ltd.

History

1927 Built as FRONTENAC by Swan, Hunter & Wigham Richardson Ltd, Wallsend, England for D/S A/S Baltimore (Halle & Peterson), Oslo. Launched 12/10. 1928 Completed in February. 1940 WW II–Nortraship became managers in April. 1942 Damaged by a torpedo 27/10 from the German submarine U 436 (Kapitänleutnant Günter Seibicke), in position 54.20N-31.40W whilst on a voyage from Curacao, the Netherlands Antilles via Guantanamo, Cuba and New York, NY, USA to Lamlash, Arran, Scotland with oil. The explosion caused a fire at the bow, which was extinguished by a big wave, but the bow settled so deep that the screw was out of water and the vessel stopped in the rough seas. After they had pumped out about 1.000 tons of oil from the forward tanks she was able to continue the voyage at 4 knots. After the forward tanks were empty she could resume at her normal speed. They came in to Lamlash 04/11. The vessel was fitted with a new bow section. 1943 Back in service 05/03. 1951 Sold to Sociedad de Cargo Antilliana, S. A., Panama. Renamed ILLUSTRIOUS. 1953 Sold to Mares Compania Armadora S. A., Panama. 1955 Arrived 19/06 at Barrow-in Furness, England for demolition by T. W. Ward, Ltd.