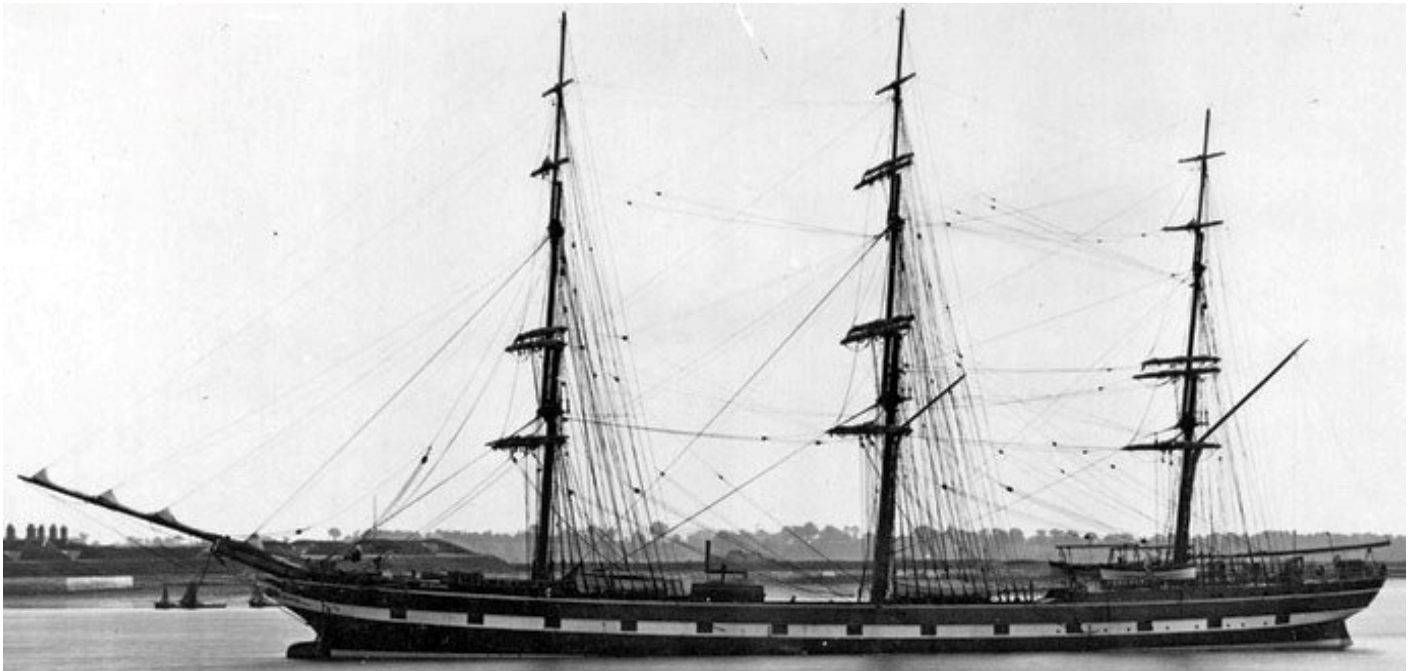


Fortuna

IMO/off nr	1070749
Call Signal	KCFJ
Flag	NOR
Ship type	Seilskip, bark, jernskrog sail ship, barque, iron hull.
Year Built	1875
Shipyard	Richard & Henry Green, Blackwall Yard, Blackwall, London, England.
Sno	399
Tonnage	2.500 tdw, 1.977 brt, 1.758 nrt.
Size	L: 260,8'-B: 40,1'-D: 23,4'.
Propulsion	Seil, rigget som bark.
Class	Lloyd's +100A1
Crew	Skipsførere : Thor Mikkelsen
Manager	Johan Bryde, Sandefjord.
Owner	Aktieselskabet Fortuna, Sandefjord.
Port	Sandefjord



SFJ03319050120001 FORTUNA som MELBOURNE. Bilde via Steinar Norheim.

History in Norwegian

1875 Bygget som fullrigger MELBOURNE av Richard & Henry Green, Blackwall Yard, Blackwall, London, England for Richard & Henry Green, London, England. Sjøsat i juni, ferdigstilt 30/07. Byggekostnad GBP 46.750. 1887 Solgt til Devitt & Moore, London. 1888 Omdøpt MACQUARIE. 1897 En ny periode startet når hun ble et av Lord Braddey's kadett skip, fremdeles med samme eiere, ble skoleskip under fart for fremtidens offiserer i den britiske handelsflåten. 1903 Omrigget til bark. 1905 Solgt for GBP 4.500 til Aktieselskabet Fortuna (Johan Bryde), Sandefjord. Omdøpt til FORTUNA. 1909 Solgt til Wallarah Coal Co. (Lund), Sydney, New South Wales, Australia. Ombygget til kull lager. 1949 Ombygget til lekter for transport & levering av kull. 1953 Hogget av T. Carr & Co., Sydney, New South Wales.

History

1875 Built as full-rigged ship MELBOURNE by Richard & Henry Green, Blackwall Yard, Blackwall, London, England for Richard & Henry Green, London, England. Launched in June, completed 30/07. Building costs GBP 46.750. 1887 Sold to Devitt & Moore, London, England. 1888 Renamed MACQUARIE. 1897 A new period in her career opened when she became one of Lord Brassey's cadet ships, still under same ownership, providing ocean training under sail for the future officers of the British Merchant Service. 1903 Converted to a barque. 1905 Sold for GBP 4.500 to Aktieselskabet Fortuna (Johan Bryde), Sandefjord. Renamed FORTUNA. 1909 Sold to Wallarah Coal Co. (Lund), Sydney, New South Wales, Australia. Converted to a coal hulk. 1949 Converted into a coal carrying barge. 1953 Broken up by T. Carr & Co., Sydney, New South Wales.