

Ino

Ship Name	Ino
Call Signal	JWRC
Flag	NOR
Ship type	Dampskip, stykkgods steam ship, general cargo.
Purchased	1894
Year Built	1865/06
Shipyard	Marshall
Sno	None
Construction	damp jernskrog
grt	702
tow	804
Tonnage	805 tdw, 702 brt, 429 nrt.
Size	L: 180,0'-B: 27,9'-D: 14,6'.
Boiler	1 x dampkjel (steam boiler) med dim.: 13,4' x 10,6' og 3 fyrganger. Arbeidstrykk 70 psi. Bygget av Cooper & Co., Hull, England.
Class	DnV 2A1
Vessel:	SKN285191501
Old id:	SKN285191501
Cause	krig
Manager	Ejnar Stensrud, Skien
Owner	Ejnar Stensrud, Skien.
Port	Skien
ID new	2100135
purchased	94
Shitype (use)	lasteskip
Exit	16-04
Year (y)	65-06



SKN28519150120001 INO i Ths. S. Falcks farger. Bilde fra Per-Erik Johnsens samling.

History in Norwegian

1865 Bygget som ARTEMIS av Marshall Bros., Newcastle-upon-Tyne, England for Good & Co., Hull, England. Ukjent maskineri. 1872 Ny dampmaskin installert: 1 x dampmaskin (steam reciprocating), type compound, 4-sylindret. 98 NHK. Bygget av Bilbert & Cooper, Hull. 1875 Overtatt av Good, Flodman & Co., Hull. 1882 Ny dampmaskin installert: 1 x dampmaskin (steam reciprocating), type compound, 2-sylindret, syl. diam.: 2 x 25,1"-2 x 48,0", slag/stroke: 27". 88 NHK. Bygget av Cooper & Co., Hull. 1887 Overtatt av Good, Flodman & Duncan, Hull. 1894 Solgt til Actie-D/S Strømstenen (Strømstenens Verft), Stavanger. Omdøpt til INO. 1902 Solgt til D/S A/S Ino (Ths. S. Falck), Stavanger. 1915 Solgt til Ejnar Stensrud, Skien. Oppgradert for NOK 100.000. 1916 Minesprengt 03/04 ca. 10 nm sør for Kentish Knock fyrskip, England mens hun var på reise fra Blyth, England til Rouen, Frankrike med 730 t kull. Minen var lagt dagen før av den tyske ubåten UC 10 (Oberleutnant zur See Alfred Nitzsche). Kaptein Olaf Romberg og hele hans mannskap kom vel i båtene. Besetningen ble snart tatt opp av en torpedojager for senere å bli overført til en armert tråler, og til slutt ble de overført til en torpedobåt som landsatte dem samme dag i Sheerness, England.

History

1865 Built as ARTEMIS by Marshall Bros., Newcastle-upon-Tyne, UK for Good & Co., Hull, England. 1872 New steam engine installed: 1 x steam reciprocating, type compound, 4-cylinder. 98 NHP. Built by Bilbert & Cooper, Hull. 1875 Taken over by Good, Flodman & Co., Hull, UK. 1882 New steam engine installed: 1 x steam reciprocating, type compound, 2-cylinder, cyl. diam.: 2 x 25,1"-2 x 48,0", stroke: 27". 88 NHP. Built by Cooper & Co., Hull. 1887 Taken over by Good, Flodman & Duncan, Hull. 1894 Sold to Actie-D/S Strømstenen (Strømstenens Verft), Stavanger. Renamed INO. 1902 Sold to D/S A/S Ino (Ths. S. Falck), Stavanger. 1915 Sold to Einar Stensrud, Skien. Upgraded for NOK 100.000. 1916 Mined and sunk 03/04 about 10 nm SSW of Kentish Knock Light Vessel, England whilst on a voyage from Blyth, England to Rouen, France with 730 t coal. The mine was laid out the day before by the German submarine UC 10 (Oberleutnant zur See Alfred Nitzsche). Captain Olaf Romberg and his crew abandoned to the lifeboats, and was shortly after taken up by a torpedo destroyer and later transferred to an armed trawler, and finally taken onboard a torpedo boat and landed the same day in Sheerness, England.

