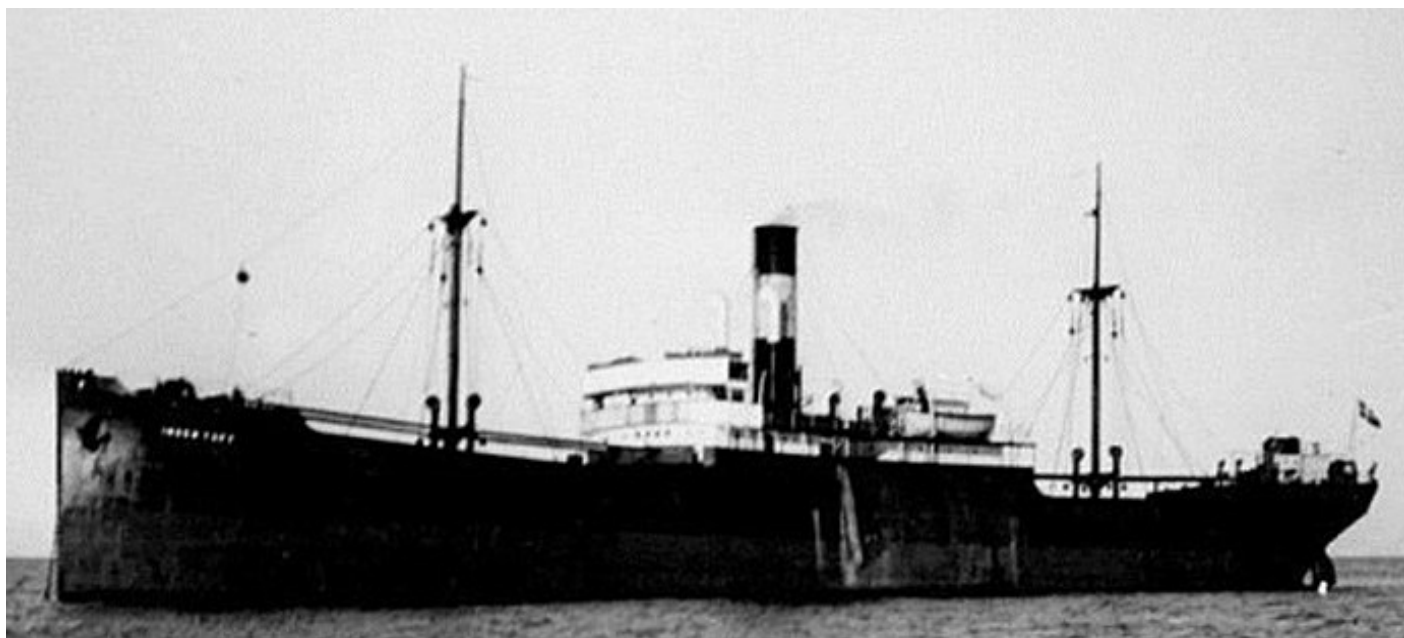


Langfond

IMO/off nr	1145481
Call Signal	MVFB
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1920/04
Shipyard	Swan, Hunter & Wigham Richardson Ltd, Southwick, Sunderland, England.
Sno	1091
Cargo Handling	4 luker.
Tonnage	3.470 tdw, 2.193 brt, 1.264 nrt.
Size	L: 285,3f-B: 41,5f-D: 20,2f.
Propulsion	1 stempel dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 22,0"—35,0"—58,0", slag/stroke: 39,0". 259 NHK. Bygget av Swan, Hunter & Wigham Richardson Ltd, Wallsend-on-Tyne, England.
Boiler	2 dampkjeler (boilers), hver med dim.: 15,0 x 10,5 og 3 fyrganger. Samlet heteflate 4.468 ft2. Arbeidstrykk 180 psi. Bygget av Swan, Hunter & Wigham Richardson Ltd, Wallsend-on-Tyne, England
Class	DnV +1A1
Vessel:	STG105192001
Manager	Sigval Bergesen, Stavanger.
Owner	Svithun Linjen A/S, Stavanger.
Speed	9,3 knop.
Port	Stavanger
Year (y)	1920



STG10519200120001 LANGFOND. Foto via Dansk Maritim Museum, Elsinore.

History in Norwegian

1920 Bygget som LANGFOND av Swan, Hunter & Wigham Richardson Ltd, Southwick, Sunderland, England for Svithun Linjen A/S (Sigval Bergesen), Stavanger. Sjøsat 02/02, ferdigstilt 27/04. 1922 Solgt i mars til The Seed Shipping Co. (Thos. Seed & Co.), Newcastle, England. Omdøpt til PHYLLIS SEED. Videresolgt i august til Comptoir Charbonnier Maritime S.A. (Schellen Shipping & Agency Co.), Antwerpen, Belgia. Omdøpt til VAN DYCK. 1925 Solgt i september til Cormack Steamship Co. Ltd (J. Cormack & Co. Ltd), Leith, Scotland. Omdøpt til ELPHINSTON. 1936 Solgt 30/05 til Dampskibsselskabet Jutlandia A/S (Jens Toft), København, Danmark. Omdøpt til INGER TOFT. 1940 Overtatt 09/04 av britiske myndigheter i Methil, Scotland. Overført til Ministry of War Transport (Chine Shipping Co. Ltd), London, England. 1945 Torpedert og senket 16/03 av den tyske ubåten U 722 (Oberleutnant zur See der Reserve Hans Reimers), i posisjon 57.25N-06.52V mens hun var på reise i konvoi RU 156 fra Reykjavik, Island via Loch Ewe, Scotland til London, England med sildemel og tran i tønner. Kapteinen, N. M. Brinck og mannskapet, 29 mann ble tatt opp av HMS GRENADIER (T 334) og landsatt i Loch Ewe, Scotland.

History

1920 Built as LANGFOND by Swan, Hunter & Wigham Richardson Ltd, Southwick, Sunderland, England for Svithun Linjen A/S (Sigval Bergesen), Stavanger. Launched 02/02, completed 27/04. 1922 Sold in March to The Seed Shipping Co. (Thos. Seed & Co.), Newcastle, England. Renamed PHYLLIS SEED. Re-sold in August to Comptoir Charbonnier Maritime S.A. (Schellen Shipping & Agency Co.), Antwerp, Belgium. Renamed VAN DYCK. 1925 Sold in September to Cormack Steamship Co. Ltd (J. Cormack & Co. Ltd), Leith, Scotland. Renamed ELPHINSTON. 1936 Sold 30/05 to Dampskibsselskabet Jutlandia A/S (Jens Toft), København, Denmark. Renamed INGER TOFT. 1940 Taken over 09/04 by British authorities at Methil, Scotland. Transferred to Ministry of War Transport (Chine Shipping Co. Ltd), London, England. 1945 Torpedoed and sunk 16/03 of the German submarine U 722 (Oberleutnant zur See der Reserve Hans Reimers), in position 57.25N-06.52W whilst on a voyage in convoy RU 156 from Reykjavik, Island via Loch Ewe, Scotland to London, England with herring meal and cod liver oil in drums. The master, N. M. Brinck and 29 crew members were picked up by HMS GRENADIER (T 334) and landed at Loch Ewe, Scotland.