

Orwell

IMO/off nr	1120900
Call Signal	LFKG / LCUV
Flag	NOR
Ship type	Dampskip, hvalkokeri steam ship, whale factory ship.
Year Built	1905/11
Shipyard	Charles Connell & Company, Scotstoun, Glasgow, Scotland.
Sno	299
Tonnage	7.175 brt, 4.602 nrt.
Size	L: 470,0f-B: 58,0f-D: 31,8f.
Propulsion	1 dampmaskin (steam reciprocating), triple exp. 3-sylinder, syl. diam.: 27,0"-46,0"-76,0", slag/stroke: 51,0". 596 NHK. Bygget av David Rowan & Co., Glasgow, Scotland.
Boiler	3 dampkjeler (boilers), hver med dim.: 15,0f x 12,7f og 3 fyrganger. Samlet heteflate 8.613 ft2. Arbeidstrykk 200 psi. Bygget av Dunsmuir & Jackson Ltd, Govan, Glasgow, Scotland.
Class	Lloyds +100A1 fra 1925 DnV +1A1
Vessel:	TBG184192505
Manager	Hans Borge, Tønsberg.
Owner	A/S Tønsberg Hvalfangeri, Tønsberg.
Speed	10,0 knop.
Port	Tønsberg
Year (y)	1925



TBG18419250520001 ORWELL. Foto fra clydeships.

History in Norwegian

1905 Bygget som KNIGHT TEMPLAR av Charles Connell & Company, Scotstoun, Glasgow, Scotland for Knight Steamship Co. Ltd (Greenshields, Cowie & Company), Liverpool, England. Sjøsat 10/10, ferdigstilt 17/11. 1917 Solgt til Ocean Steam Ship Company Ltd (Alfred Holt & Company), Liverpool. Rekvirert av the Admiralty. Satt inn som Ocean Escort Vessel. 1918 Torpedert og skadet 07/04 av den tyske ubåten U 53 (Kapitänleutnant Hand Rose) ca. 100 nm vest-syd-vest for Bishop Rocks, Cornwall mens hun var på reise fra London, England i ballast. Tauet inn til Plymouth, England. Reparerert og satt i fart igjen. 1925 Solgt for GBP 35.000 til A/S Tønsberg Hvalfangeri (Hans Borge), Tønsberg. Ombygget til flyende hvalkokeri i Rotterdam, Nederland. Omdøpt til ORWELL. Ny tonnasje: 11.500 tdw, 7.968 brt, 4.685 nrt. Satt i fangst ved Signy Island, Syd Orknøyene. 1931 Lagt opp ved Tønsberg i sesongen 1931/32. 1934 Utleid til Star Whaling Co. Ltd, London. 1937 Ombygget til regulært tankskip (Med bibehold av mellomdekk for tørrlast) ved Amsterdamsche Droogdok Maatschappij, Amsterdam, Nederland. Fabrikkanlegget solgt til Falkland Whaling Co. Ltd (Hans Bugge, Tønsberg), St. Helier, Jersey, England. Tatt i bruk som transportskip for hvalstasjonen Husvik Harbour, Syd Georgia. 1938 Fadum & Wang, Tønsberg ble managers. 1940 WW II–Nortraship ble managers i april. 1945 Returnert til eierne. Igjen tatt i bruk som transportskip for hvalstasjonen Husvik Harbour, Syd Georgia. A. C. Olsen, Sandefjord ble managers. 1954 Solgt for GBP 66.500 til Eisen & Metall, Hamburg, Vest-Tyskland for hogging. Ankom Hamburg 26/11.

History

1905 Built as KNIGHT TEMPLAR by Charles Connell & Company, Scotstoun, Glasgow, Scotland for Knight Steamship Co. Ltd (Greenshields, Cowie & Co.), Liverpool, England. Launched 10/10, completed 17/11. 1917 Sold to Ocean Steam Ship Company Ltd (Alfred Holt & Company), Liverpool. 1917 Requisitioned by the Admiralty. Commissioned as Ocean Escort Vessel. 1918 Torpedoed and damaged 07/04 by the German submarine U 53 (Kapitänleutnant Hand Rose) about 100 nm West-South-West of Bishop Rocks, Cornwall whilst on a voyage from London, England in ballast. Towed to Plymouth, England, repaired and put back in service. 1925 Sold for GBP 35.000 to A/S Tønsberg Hvalfangeri (Hans Borge), Tønsberg. Converted to floating whale factory ship in Rotterdam, the Netherlands. Renamed ORWELL. New tonnage: 11.500 tdw, 7.968 grt, 4.685 nrt. Caught at Signy Island, South Orkney Islands. 1931 Laid up at Tønsberg during the season 31/32. 1934 Hired out to Star Whaling Co. Ltd, London. 1937 Converted to a tank vessel (Except the tween deck for dry cargo) by Amsterdamsche Droogdok Maatschappij, Amsterdam, the Netherlands. The factory plant sold to Falkland Whaling Co. Ltd (Hans Bugge, Tønsberg), St. Helier, Jersey, England. In service as transport vessel for shore whaling station at Husvik Harbour, South Georgia. 1938 Fadum & Wang, Tønsberg became managers. 1940 WW II–Nortraship became manahers in April. 1945 Returned to the owners. Again put in service as transport vessel for shore whaling station at Husvik Harbour, South Georgia. A. C. Olsen, Sandefjord became managers. 1954 Sold for GBP 66.500 to Eisen & Metall, Hamburg, West Germany for demolition. Arrived Hamburg 26/11.