



B.Nr:16. SKALLAGRIM. Fiskebåt til Lefdals Fiskeriselskap i Måløy. Sjø satt 16.Juni 1902. Overlevert 10. Juli 1902. Compoundmotoren på 160 ihk gav båten 10 mils fart. Den var 24,6 meter lang og 5,5 meter bred og 83 bruttotonn. Prisen var 42 000 Kr. I 1914 var Knut Løseth fra Ålesund ny eier. Han fikk båten forlenget hos Brunholmen mek. verksted i Ålesund og ny lengde ble 28,5 meter og 97,5 bruttotonn. I 1924 ble båten leid til noen spritsmuglere. I Hamburg ble den lastet opp med 30 tonn sprit, 15 kasser whisky og 5 kasser genever. Kontaktmannen de skulle møte i Skudeneshavn hadde havnet i slåsskamp og var på sykehus og var ikke å finne for mannskapet, så de gikk videre nordover, utenfor Sunnmøre dukket en tollkrysser opp og prøvde å stoppe SKALLAGRIM med skarpe skudd. Etter et par timers jakt måtte tollerene gi opp og smuglerne gikk videre nordover mot Bodø, og snart tom for kull gikk i land på en holme og gjemte smuglergodset. Så gikk de til Rørvik hvor de ble arrestert. Lensmannen fant senere alt brennevinet som ble inndrat til statskassen. Det var også snakk om å inndra båten men den var pantsatt for hele verdien. I 1926 ble det konkurs og i 1927 ble den solgt til Martin Ertresvåg i Ålesund. I 1930 havner båten i Bergens distriktet og der blir den gjennstand for flere salg. I 1947 havner den i Måløy distriktet og blir eid av et partsrederlag med diverse eiere som kommer og går ut. I 1950 får den satt inn en 220 bhk Wichmann dieselmotor. I 1967 ble SKALLAGRIM opphøggd hos Einar Cook i Bergen og slettet i skipsregisteret.

B.No: 16. SKALLAGRIM. Fishing boat for Lefdal's Fishing Company in Måløy. Launched 16 June 1902. Delivered 10 July 1902. The compound engine of 160 ihk gave the boat a speed of 10 miles. It was 24.6 meters long and 5.5 meters wide and 83 gross tonnes. The price was NOK 42,000. In 1914, Knut Løseth from Ålesund was the new owner. He had the boat lengthened by Brunholmen mek. workshop in Ålesund and the new length was 28.5 meters and 97.5 gross tonnes. In 1924, the boat was rented to some liquor smugglers. In Hamburg it was loaded with 30 tonnes of spirits, 15 cases of whiskey and 5 cases of geneva. The contact they were supposed to meet in Skudeneshavn had ended up in a fight and was in hospital and could not be found by the crew, so they continued north, outside Sunnmøre a customs cruiser appeared and tried to stop SKALLAGRIM with sharp shots. After a couple of hours of hunting, the customs officers had to give up and the smugglers continued north towards Bodø, and soon ran out of coal and went ashore on an islet and hid the smuggled goods. Then they went to Rørvik where they were arrested. The sheriff later found all the liquor that was turned in to the treasury. There was also talk of confiscating the boat, but it was pledged for its full value. In 1926 it went bankrupt and in 1927 it was sold to Martin Ertresvåg in Ålesund. In 1930, the boat ends up in the Bergen district and there it becomes an object for several sales. In

1947 it ends up in the Måløy district and is owned by a party shipping company with various owners who come and go. In 1950, a 220 bhp Wichmann diesel engine was installed. In 1967 SKALLAGRIM was raised at Einar Cook in Bergen and deleted from the ship register.