



B.Nr:48. AUSTRHEIM. Passasjer og godsbat til Lindås og Masfjorden Dampskibsselskap. Sjø satt 29. Mai 1913 og overlevert 8. Juli 1913. Prisen var 80.000 Kr. Lengden var 30,7 meter bredde var 5,8 meter. Vekt på 131 bruttotonn. Dampmotor var en trestegs på 220 Hk. Lagt i opplag i 1916 pga. kullmangel under første verdenskrig. Tilbake igjen i normal rutetrafikk, Bergen- Lindås- Austrheim etter krigen. Var i ordinær rutetrafikk gjennom andre verdenskrig. I Juli 1945 var båten inne til overhaling hos M+K. I 1952 ble båten solgt til Edvard & Hans Paulsen i Kopervik, og omdøpt til SLOTTHEIM og ombygd til lastebåt. De fikk satt inn en Wichmann motor, som stanset i April 1957 ved Kvitsøy. Båten ble kastet opp på et skjær i kulingen, totalhavarete og sank. Mannskapet ble reddet av losskøyten fra Kvitsøy.

I forbindelse med overlevering/jomfrutur stod følgende i avisen "Arbeidet" 15 Juli 1913:

Drik og fyld ombord i Austrheim.

Lørdag blev Lindås-Masfjordens nye skib "Austrheim", bygget ved Mjelle & Karlsens verksted, sat ind i ruten Masfjorden, formentlig for at vises frem, da der jo paa Lørdage er langt flere reisende end andre dage. Arrangementet viste sig imidlertid ikke uddelt heldig. Allerede mens skipet laa ved bryggen her i Bergen var der vrøvl og uorden ombord og underveis til Masfjorden blev det værre og værre. En hel del var synlig beruset - enkelte endog i den grad at de forulempet fine medpasasjerer - og det var en almindelig antagelse blandt dem som intet smagte av den slags varer, at der ialfald blev solgt øl ombord og det i nok saa store kvantiteter. På anden maate lar forholdet sig vanskelig forklare, mener man. I heletat var der rent skandaløse tilstande ombord. Kaffe og mat var ikke til å opdrive hos betjeningen, mens det derimot fløt med drikkevarer overalt. Vi mener, at saadane tilstande ombord i et rutegaaende skib bør ikke taales. Og etter alt hvad vi kan skjønne av de mange klager, som er indløpne, deler selskapet og verkstedet ansvaret for skandalerne paa denne tur. Der var jo nemlig ogsaa enkelte av verkstedets funktionærer med for at kontrollere at alt var i orden, men dette bidrog sandelig ikke til at opretholde ordnede forhold, tvertimot.

B. No: 48. AUSTRHEIM. Passenger and cargo boat to Lindås and Masfjorden Dampskibsselskap. Launched on 29 May 1913 and handed over on 8 July 1913. The price was NOK 80,000. The length was 30.7 meters width was 5.8 meters. Weight of 131 gross tonnes. The steam engine was a three-stage 220 Hp. Out of service in 1916 due to coal shortage during the First World War. Back to normal scheduled traffic, Bergen-Lindås-Austrheim after the war. Was in regular scheduled traffic throughout the Second World War. In July 1945, the boat was in for an overhaul at M+K. In 1952 the boat was sold to Edvard & Hans Paulsen in Kopervik, and renamed SLOTTHEIM and converted to a cargo boat. They had a Wichmann engine installed, which stopped in April 1957 at Kvitsøy. The boat was thrown onto a reef in the strong wind, completely wrecked and sank. The crew was rescued by the pilot boat from Kvitsøy.

In connection with the handover/maiden trip, the following appeared in the newspaper "Arbeidet" 15 July 1913:

Drink and refill on board in Austrheim.

On Saturday, Lindås-Masfjorden's new ship "Austrheim", built at Mjellem & Karlsen's workshop, was put into the Masfjorden route, probably to show it off, since there are far more travelers on Saturdays than on other days. However, the arrangement did not turn out to be entirely successful. Already while the ship lay at the wharf here in Bergen, there was chaos and disorder on board and on the way to Masfjorden it got worse and worse. Quite a few were visibly drunk - some even to the extent that they molested fine fellow passengers - and it was a common assumption among those who had no taste for such goods, that beer was sold on board, and in rather large quantities. In other words, the relationship is difficult to explain, one believes. All in all, there were scandalous conditions on board. Coffee and food could not be obtained from the staff, while drinks flowed everywhere. We believe that such conditions on board a scheduled ship should not be tolerated. And according to everything we can tell from the many complaints that have been received, the company and the workshop share responsibility for the scandals on this trip. Indeed, some of the workshop's officials were also there to check that everything was in order, but this certainly did not contribute to maintaining orderly conditions, on the contrary.