

Vidnet hadde intet kjendskap til de foreskrevne kurser og om hvorvidt disse blev fulgt.

Vidnet edfæstedes.

Eragtet:

Forretningen sluttes.

Sjøretsmedlemmerne hadde intet at bemerke.

Retten hævet.

Kjetil Bøe,
edsvoren.

A. Gjertsen. Carl G. Norberg.

D/S „Bergsdalen“ (W. L. D. J.) av Bergen.

Reg.ton br.: 2555, ballast, ødelagt 27de august 1918 paa reise fra La Pallice til Baltimore. Omkommet: 1 mand.

Maritime declaration.

Made at the Norwegian Consulate, at Halifax, N. S., on the 7th day of September, 1918, in consequence of the loss of the S.S. «Bergsdalen» — by being torpedoed and sunk by a German Submarine.

The proceedings were conducted by H. I. Mathers, Consul.

Captain Arne Meyer appeared and declared that he was Master of the S.S. «Bergsdalen» of Bergen, 1493 tons net, distinguishing signal letters W.L.D.J. The «Bergsdalen» was built at Newcastle, England, in 1900 — had last been surveyed by English Lloyds in February, 1918, at Bordeaux, and was classed + 100 A 1 in English Lloyds.

The Complement consisted of 26 men, all told.

The «Bergsdalen» departed from La Pallice, France; on the 8th August in ballast bound for Baltimore. On her departure, the steamer was in every respect in a perfectly seaworthy condition. The Captain states that he could not produce his Log Book, which went down with the ship, she sank so quickly he did not have time to get it. He further declared that at about 3.53 P.M., on the 27th August, when the ship was in Lat. 45°10' N. and Long.

55°10' W., the ship was struck by a torpedo immediately followed by an explosion in No. 2 hold, which damaged the ship so badly that she sank in less than 3 minutes. The Master was on the Lower Bridge at the time and the ship went down so quickly that before he reached the deck, the fore-castle was under water. As soon as the ship was struck, we cut the lifeboats adrift. Some of the crew jumped in the boats and some of them including myself (who was the last man to leave the ship) had to jump in the water as the ship went down so rapidly. The boats had been kept provisioned in case of need, so we had plenty of food. The weather was misty and you could not see very far. We were sunk without any warning whatever as we never saw the submarine either before or after the ship was struck and never saw the torpedo coming. The Master found a piece of the torpedo that struck the ship, in one of the lifeboats, which he produced at this enquiry. The Captain states that he was in the water about five minutes before being picked up by one of the boats and as soon as he was rescued he looked and saw besides the boat he was in, one other boat full of his crew and another boat bottom up. He called the roll and found one man, Gunnar Lind, of Finland the 3rd Engineer, missing, he being drowned out of the boat that capsized. We pulled around for about an hour amongst the wreckage in case we could find the missing man but not doing so, we started pulling in a N.W. direction for the Newfoundland Coast.

At about 9.30 P.M., the same night, we sighted a steamer, signalled to her and she picked us up. She proved to be the «Annie Johnson» of Stockholm, bound from New York to Gothenburg, who took our lifeboats on deck, steamed close to Cape Race, where we again took to our lifeboats and landed safe at Cape Race Newfoundland the following day, the 28th August at 5. P. M., and were looked after by the Norwegian Vice-Consul at St. John's, Nfld.

The Evidence was read over and acknowledged, whereupon the Captain retired.

Thereupon appeared as.

.... First witness, Ansgar Aanonsen, 27 years of age, of Arendal, First Mate.

Second Witness, Arthur Pedersen, 29 years of age, of Bergen, Chief Engineer.

Third Witness, Hans Georg Hansen, 32 years of age, of Laurvik, Boatswain.

.... The witnesses were seriously exhorted to tell the whole truth and the nature of an oath was represented to them and likewise the Civil punishment they would bring upon themselves if in any way they swerved from the truth. The evidence of the Master was read over to each of them and acknowledged correct in every particular and each of the witnesses declared they had nothing further to state and confirmed the evidence on oath.

As there was no further evidence obtainable the Maritime Declaration was terminated.

H. I. Mathers,
Royal Norwegian consul.

D/S „Stortind“ (M. N. D. B.) av Kristiana

Reg. ton br.: 2560, last: stykgods, ødelagt 2den september 1918 paa reise fra Norfolk til La Pallice Omkommet: Ingen.

Royal Norwegian Consulat,
Gibraltar September 19th 1918.

Captain Christen Reed Erichsen, Master of the Norwegian S/S «Stortind» of Christiania, 1566 tons net register, appears on this day's date at the above named Consulate and reports that whilst bound on a voyage from Baltimore to La Pallice with a cargo of general goods, the steamer under his command was fired upon by a German submarine and eventually in this manner sunk.

The crew, consisting of twentyfour hands all told, took to their boats, the Master and eight men in one boat, and the Chief Officer with fourteen men in ano-

ther, and after eight days of terrible exposure and privations, the former was picked up by the British Steamship «Tudor Prince» of Newcastle, and eventually brought to Gibraltar, where they landed yesterday. They have since arrival been informed that Chief Officer with fourteen men arrived at Flores Island, Azores, on the 6th instant.

Captain Erichsen hands to the Consul a list of the members of his lifeboat, and declares that he cannot produce his ship's logbooks, as these were lost with the ship together with all the other ship's documents, but he states that he is about to write a report on the matter which in due course will be handed to the Consul in lieu of an extract from the logbook. He states that he has duly recorded his protest against the sinking of ship and cargo, and he now requests that the Consul may be pleased to take a Maritime Declaration of himself and such members of the crew as may be considered necessary for the purpose as prescribed by Paragraph 40 of the Maritime Law of Norway of the 20th July 1893.

Chr. Reed Erichsen,
Master.

S/S «Stortind» Translation of report in lieu of extract of the deck logbook.

The ship left Norfolk at 6. 15 a. m. on the 22nd August in convoy with a general cargo loaded in Baltimore and bound for La Pallice. The ship was in every respect in a good and seaworthy condition, and the lifeboats were well equipped.

At 12—30 noon passed Cape Henry, after which we steered East in order to take our place in the convoy. It was soon apparent however that we could not keep up the convoy speed, which was at the least 8 miles. This was on account of the long stay in Norfolk, where her bottom had become very foul, so that we could not get more than 6½ miles speed out of the ship. After a day we lost sight of the convoy, and for 48 hours thereafetr