

rater fortælle, og anbragte en bombe utenbords. «Sverre II»s mandskap gik hurtigst i baatene, og der blev intet andet reddet end et par geværer, lidt kavring og ca. $\frac{1}{2}$ brød. 5 minutter efterat baatene hadde forlatt skibssiden, hørtes en eksplosion og «Sverre II» begyndte at synke. Baatene rodde bort til u-baaten, og satte ombord i denne den mand som hadde foretat sænkningen, hvorefter de rodde videre hen til «Sydkap II» og blev optat av dette fartøi. Vidnet har ingen mening om i hvor stor avstand «Sydkap II», laa ifra «Sverre II».

Undervandsbaaten beholdt «Sverre II»s flag. Vidnet saa at to mand holdt paa at rulle det sammen paa u-baatens dæk. Mens de rodde bort til «Sydkap II» saa de enda rækken og tønden av «Sverre II». U-baaten var malt mørkegraa, hadde 2 kanoner og en længde av ca. 300 fot. Om u-baatens besætningsuniformer, kan vidnet ikke gi nogen forklaring. Oplæst og vedtat.

1ste, 2det og 3dje vidne indkaldtes, hvorefter de tillikemed 4de vidne edfæstedes og avtraadte.

Retsvidnerne hadde intet at bemerke.

Reten hævet.

Lundevall.

Seilskib „Deveron“ (K. B. J. R.) av Sandefjord.

Reg.ton.: 1261, last: hvete, ødelagt 9de juni paa reise fra Buenos Aires til Kjøbenhavn. Omkommet: 4 mand, saaret: 2 mand.

On the thirteenth day of June, Nineteen hundred and seventeen, between the hours of four and five o'clock afternoon, the Norwegian subject Captain Josef Frants Oscar Gundersen, late Master of the Barque «Deveron» of Sandefjord, of 1146 tons Nett Register, or there about, distinguishing letters K. B. J. R., presented himself at the Norwegian Consulate, Lerwick, and Declared that the said ship left Buenos Ayres on the twentyfourth day of March, Nineteen hundred and seventeen, with

a full cargo of wheat, bound for Copenhagen; that the said ship on leaving the said port of Buenos Ayres was in perfect seaworthy condition, properly equipped, not overloaded, with cargo properly stowed, properly manned, and fit for the voyage in every way; that nothing particular occurred until the thirtieth day of May, the ship being then in Lat. 60,38 N., and Long. 9,13 W., when she was stopped by a British patrol vessel, and after five hours delay was taken in tow by the said British patrol vessel and taken into Stornoway for examination, arriving there about 2 o'clock a. m. on Saturday, the second instant; that the ship was released and sailed from Stornoway on Friday the eighth instant, about 11 o'clock a. m., and proceeded on her voyage to Copenhagen; that all went well until the following morning about 7,10 o'clock, when the periscope of a German submarine suddenly appeared and a torpedo struck the ship abaft the fore rigging, with such force that the ship was broken in two; that the foremast and mizzenmast both toppled down, and the ship sank in less than a minute; that the torpedo was seen immediately before it reached the ship, but nothing could be done to avoid it; that no warning was given by the submarine and there was no time to launch the boats or make any preparation for leaving the ship; that the crew got into the boats, but the ship sank so quickly that the boats were carried down with her, taking the crew with them; that when at Stornoway deponent had had boat drill and the boats at the time of the accident were swung out in the davits ready to be launched, otherwise every one of the crew might have been lost; that on the boats coming to the surface again both came bottom up, the Port lifeboat having its stern blown out; that the Starboard boat was righted and the crew got into it; that it was seen that four men were missing, namely,

Reginald Clarken, Seaman, Charlestown, Prince Alfred Island,

Alf Eriksen, Seaman, Norwegian, belonging to Arendal,

Mikko Karvanen, Russian Finn, &

Karl Robert Anderson, Øland, Sweden.

that the deponent was badly injured about

the head, also the Mate and Nils Pederson A. B. were slightly injured; that at the time the ship was struck she was not flying the National flag, but her name and Nationality and the National colours were painted on her sides in large characters; that the crew hoisted the boat's sail on an oar and under sail and oars proceeded for the Island of Rona; that about 4.30 o'clock p. m. the French steamer «Loire» came in sight and bore down on deponent's boat, taking the survivors on board; that every kindness was shown them by the French crew; that the said French steamer continued on her voyage without anything particular occurring until about 3.30 o'clock a. m. on Sunday the tenth inst., when she was attacked by a German submarine, which opened fire on her; that the said steamer returned fire and the firing was kept up by both vessels until about 5 o'clock a. m., when the submarine disappeared; that the «Loire» put into Lerwick with the deponent and his men, about 1 o'clock p. m.; that they were landed at Lerwick about 4 p. m., and taken charge of by the Norwegian Vice Consul, who provided them with lodgings and clothing and medical attendance; that the destruction of deponent's ship and cargo, and whatever loss or damage the owners and crew of the said ship, or any person having an interest in the ship, her cargo, or her voyage, may have sustained or may sustain, through the foresaid destruction and sinking of the ship and cargo, are in no way due to the deponent, the Master of the ship, or to his Mate, or to any of his crew, and therefore the deponent protests for behoof of all concerned against the destruction and sinking of his ship and cargo, and against all loss and damages to the said ship, her cargo, and crew, or to any person having an interest therein, caused as aforesaid, and all expenses thereby incurred in common form.

(signed) J. Gundersen,
Master.

We, the undersigned, Nils Petter Jacobsen, 1st. Mate, Malti Kurki, 2nd. Mate, and Axel Fredrik Peterson, Steward, having heard the foregoing statement read over, hereby

declare it to be true in every respect, and in testimony thereof have affixed our signatures hereto.

(signed) Nils Petter Jacobsen, 1st. Mate.
(—) Malti Kurki, 2nd. Mate.
(—) Axel Fredrik Peterson, Steward.

(signed) A. Cunningham Hay, Vice Consul,
p. J. C.

(signed) Thomas Johnston,
112, Commercial Street, Lerwick. — Witness.

(signed) L. M. Henderson,
Commercial Road, Lerwick. — Witness.

D/S «Tordenvore» (M. H. R. Q.) av Farsund.

Reg.-ton br.: 1565, last: kul, ødelagt 9de juni paa reise fra Swansea til Neapel. Omkommet: ingen.

Den 15de juni 1917 avholdtes paa general-konsulatet i Bilbao sjøforklaring angaaende sækning av D/S «Tordenvore» av Farsund, kjendingssignaler: M. H. R. Q., 969,70 ton netto, paa reise fra Swansea til Neapel med en ladning bestaaende av 1872 ton kul, ført av kaptein Alfred N. Nilsen.

Forretningen bestyrtes av generalkonsul Sømme og som bisiddere fungerte kaptein Einar Olsen, fører av «Nord», samt kaptein Georg Anton Ramsland, fører av sænket damper «Solhaug».

Fremstod kaptein Alfred N. Nilsen, fører av den sænkede «Tordenvore», medbringende en skriftlig beretning angaaende skibets sækning, der var saalydende:

Dampskibet «Tordenvore»s sækning av tysk U-baat 9de juni 1917.

Den 1ste juni 1917 avgik S/S «Tordenvore» fra Swansea med en ladning kul bestemt til Neapel. Skibet var ved avgangen vel bemannet og i fuld sjødygtig stand i enhver henseende, udmerket utstyrt med alle redningsredskaper. Før avgangen fra Swansea hadde man mottat admiralitetets rute som punktlig blir efterkommet saa godt som veir og omstændigheter har tilladt. Alt gaar godt og vel indtil den 9de juni, kl. 0.30 fmd. passerer Torinana 2,5' av, der styrer saa S. W. t. S. 7',