

flere skud. Slog da straks «Stand by» og derefter «Stop». Vidnet svingte styrbords livbaat over for at vise u-baaten nøytralmerkerne. Flagget var heist og kunde tydelig sees. Skytningen fortsattes uavbrutt. Vidnet baade hørte og saa kulerne slog i skibet og en mand blev saaret. Mente at baade han og de øvrige var i største livsfare baade mens de var ombord og mens livbaatene blev firet ned. Fik litet eller saagodt som intet bjerget og trodde utsigterne for at naa land var smaa. Vidnet gik i styrbords baat med 10 mand. Alle ordres blev ordentlig utført, alt i orden ombord. Alle ædrue. Livbaatene i fuld orden og vel utstyret.

Uttalte sig forøvrig som 1ste vidne og kapteinens beretning.

Oplæst og vedtat, hvorefter vidnet avtraadte.

Som 3dje vidne fremstod: Matros Cæsar Benjamin Halbjørnsen, født 25de mai 1897, der stod tilrors og hørte første skud.

Vidnet saa at næste skuds kule slog ned agtenfor «Attika». Skytningen fortsattes hele tiden saa man hadde ikke anledning til at bjerge noget, maatte bare se at komme i baatene hurtigst mulig, før disse ogsaa kunde bli skutt istykker. Vidnet maatte gaa like fra roret ned i styrbords baat. Saa at en kule gik gjennom bakken og satte ild paa folkelugaren. Hadde været i livsfare og syntes det var rart at ikke flere blev saaret eller dræpt. En kule gik like over hodet paa dem, da man firte ned livbaatene. Alt foregik i god orden. Alle ædrue ombord. Vidnet saa intet flag eller merke paa u-baaten, men trodde ikke det kunde være andre end tyske u-baater der gjorde slikt.

Forøvrig overensstemmende med forangaaende vidner og kapteinens beretning.

Oplæst og vedtat, hvorefter vidnet avtraadte.

Som 4de vidne fremstod: 2den maskinist Konrad Stinessen, født i Namsos 26de mai 1887.

Vidnet forklarte at han hadde vakt, da skytningen begynde. Fik først signal fra broen «Stand By» og like efter «Stop». Maskinen blev da stoppet og senere ikke brukt. Vidnet gik op for at purre 3dje maskinist.

Traf da 1ste maskinisten, der fortalte at det var en submarine. Gik paa dæk efter at ha faat paa sig mere klær. Vidnet saa kulene komme over skibet. Skytningen fortsattes ustanselig og ansaa at han og alle var i stor livsfare. Vidnet gik i styrbords baat. Baaten var i orden hvad utrustning angik, men syntes den var klein. Den lækket, da den kom paa vandet uten at være skadet under nedfiringen. Baatens lækage tiltok eftersom tiden led og vidnet trodde knapt at den vilde ha klart det stort længere. Man var 38 timer i baaten. De fleste fik intet bjerget og var derfor meget tyndklædte.

Uttalte sig forøvrig overensstemmende med forangaaende vidner og kapteinens beretning.

Oplæst og vedtat, hvorefter vidnet avtraadte.

Samtlige vidner fremstod og kapteinens beretning oplæstes for dem. Vidnerne erklærte at de intet har at bemerke til sammes indhold.

Bisidderne finder intet at bemerke.

Vidnerne, hvorav ingen hadde paa hørt hinandens forklaringer og som paa forhaand var foreholdt edens betydning, blev derefter edtæstet.

Undertegnet
Johan Vogt,
konsul.

Anthoan Haag, Johan Floberg,
skipperborger av Tønsberg. fører av »Fulwood«.

D/S „Egenæs“ (M.C.P.W) av Stavanger.

Reg. ton br.: 399, last: fersk sild, ødelagt 22de mars 1917 paa reise fra Haugesund til Hull. Omkommet: 5 mand.

*Maritime Statement of the steamer »Egenæs«
Dundee 23rd March, 1917.*

According to arrangement a Maritime Statement was made at the Norwegian Vice Consulate at Dundee on the 23rd day of March, 1917, in consequence of the lose of the steamer »Egenæs« sustained during a voyage from Haugesund to Hull laden with a cargo of fresh Herrings in Cases. The proceedings were conducted by Mr B. L. Nairn, Vice Consul at the said Vice Consu-

late. Compeared Captain Johan Bjerkholt who declared that he was Master of the steamer »Egenas« of Stavanger of 213.81 tons nett register, with distinguishing signal letters M.C.P.W.

The »Egenas« was a steel vessel built in Kiel in 1894; the complement of her Crew consisted of 12 souls including the Captain. The »Egenas« departed from Haugesund on the 19th March, and called at Bergen for orders, and left that port on the 20th March, laden as aforesaid with Herrings bound for Hull. On her departure the ship was in a perfectly seaworthy condition, and had the ship's name and nationality and national colours painted on both sides, and the national ensign was flying all the time. The Log Book was lost with the ship, and therefore, the Compearer could not produce it, but the following is a statement made by him.

«After leaving Bergen the Compearer experienced heavy weather, high seas with strong wind from the Nor' East. The course was set for Lerwick, but owing to dense Fog could not pick up the land. The course was again set for Peterhead, and owing to heavy weather and Fog she was kept well out from the land till daylight on the 22nd, when we came in closer towards Peterhead about 9 a.m. on that date. When about 10 mile south of Peterhead a shot was heard and landed close by the ship apparently from an enemy Submarine. The boats were then immediately lowered, and I along with the Crew left the ship, seven of us in one boat, and five in another boat. As we pulled away from the ship, dense Fog and blinding snow hid her entirely from our view, but we heard the repeated shots at the ship which seemed to us to be striking the vessel now, and then when the Fog cleared off a little nothing could be seen of her, and we are thoroughly satisfied that the ship has been sunk by the shell fire.»

«The two boats kept together as long as possible, and soon after leaving the ship several shots fell close by our boats, and we noticed one in particular very near to the second boat, an we fear she may

have been hit, but in a squall we lost sight of the second boat, and never saw her again. We steered as near as we could for the land. About 4 p.m. we sighted Skurdy Ness light, and finding we were taking the wrong side of it, we turned round to get to the South side of the Light House when we were met by the Montrose Life Boat who took us on board and brought us in along with our boat to Montrose. We were taken charge of by the Ship Wrecked Mariner's Society, and I immediately caused intimation to be made to the Consul for the district, and reported the second boat with five men unaccounted for. We were unable to bring any clothing or gear with us, and beyond one or two of the ship's papers everything was lost. The ship's Life Boat remains at Montrose.»

The undersigned witnesses, members of the Crew so far rescued, had read over to them the foregoing statement, and agreed with the facts therein stated after being exhorted to make any further statement, and informed that it would be necessary for them to substantiate and corroborate by declaration under oath in Norway if required.

This Maritime Statement was then terminated.

(Seal) (Signed) B. L. Nairn,
Vice Consul.
23rd March, 1917.

(Signed) Johan Bjerkholt,
Master.

J. Paulsen,
Chief Engineer

Edvart Hansen,
Bos'n.

Jakob M. Larsen,
Steward.

Ole C. Hansen,
A. B.

Karsten Simonsen,
A. B.

Halmar Iversen,
Fireman.