

D/S »Thomas Krag« (W. L. D. V.) av Bergen.

Regton nr.: 3569, ballast, beskadiget ved en utskutt torpedo 16de september 1917 paa reise fra Rotterdam til Cardiff. Omkommet: 2 mand, 4 mand saaret.

Copy of Maritime declaration

made before The Viceconsulate at (in) Falmouth 25th September th 1917, administered by R. Barclay Fox Vice Consul, with nautical assessors Hans Henriksen Master s.s. Norris, Carl Emil Adamsen Master s.v. Don, in connection with the steamer having been torpedoed by a German submarine on the passage of the above mentioned ship from Rotterdam to Cardiff.

Captain Thomas Angell Larsen appeared & declared that he was Master of the steamship Thomas Krag of Bergen of 2241 tons net, distinguishing signal W.L.D.V. built in 1898 and had last been surveyed by English Lloyds in august this year and was classed 100 A. 1. in English Lloyds. The Thomas Krag departed from Rotterdam on the 13th Septmber i ballast bound for Cardiff. On her departure the steamer was in every respect in a perfectly seaworthy condition. He produced the log book and an extract of the same as follows:

Forlod Rotterdam 13. Sept. 1.45 a.m. i ballast bestemt til Cardiff. 810 ton vandballast og ca. 160 ton bunkerul. Dybg. forud 9'; agter 12' 6".

Skibet i Rotterdam gjennomgaaet periodisk survey og blev underkastet de nødvendige reparationer og tillike udstyret ifølge »Lloyds og Norsk Sjøkontrols« forskrifter.

Reisen over Nordsjøen foregik uden noget specielt at bemærke. 14 Sept. 11.45 a.m. ankom »Southend Controlstation«; hvor ankredes 3.30 em. kom lods ombord; lettede anker umiddelbart efter og styrede efter lodsens anvisning farvandet s'kurser til Downs Road«; hvor ankredes kl. 9 em. Lodsens kvitteredes.

15 Sept. 6.45 a.m. lettete anker og fortsatte reisen styrende de forskjellige kurser ifølge instructioner modtaget af »Marine autoriteterne i Southend.

Udkig holdtes fra bakken; samt ogsaa paa broen en mand paa udkig ved siden af vagthavende officer; saavel dag som nat.

Nødsignal klar paa underbroen til afskydning; og skibets livbaade hængende i taljerne i høide med brodæk.

16 Sept. 5 em. passerede Falmouth 2 kvm. af. Løi S.W. bris; tildels disig luft; smult.

6.40. em. skibet s'kurs W.S.W. og Lizard Head i NW W ca. 1 $\frac{1}{2}$ kvm. af bemærkedes omtrent 3 streger agtenfor tværs en torpedo styrende mod skibet; og 200 fod af; og før der kunde handles rammede denne b.bords skibside i kjedelrummet; og forarsagede en voldsom explosion; som slyngede løst og fast tilveirs.

Kjedel og maskinrum blev i samme øieblik fuldt af vand og ophørte maskinen at virke. Nødsignal affyredes.

Fyrbødere Karl Petterson (Svensk) og Finn Hansen (Norsk); som arbeidede paa fyrdørken var ikke at opdage og var udenfor al redning i No. 2 rum strømmede og vand ind med rasende fart og stod inden længe i høide med vandet i kjedel og maskinrum.

Baadene laaredes (bagbords halv fuld af vand) og gik mandskabet i disse; da det var at frygte at nok en torpedo vilde blive afskuddt. Efter ca. 10 minutters forløb da intet tændte gik skibet s'fører styrmand og endel af mandskabet ombord igjen og efter ca. $\frac{1}{2}$ times forløb kom flere patrouillebaade tilstede; og begyndte 2 af disse at slæbe skibet indover mod Falmouth.

Da vandet steg hurtigt i rummene (ogsaa agterrum) og skibet begyndte at krænge stærkt over til bagbord; sendtes mandskabet, paa 4 mand nær (fører; styrmand; baadsmand og en matros); ombord i patrouillebaadene; omtrent kl. 10 em. kom en større bugserbaad tilstede og da patrouillebaadene vanskelig kunde manøvrere og avancere med skibet og vandet i rummene steg i foruroligende grad; engageredes denne for om muligt at kunne bringe skibet i havn, haand-rattene paa poppen benyttedes; men grundet skibet s'stærke slagside og dybgaaende blev det paakrævet at have en slæbebaad ogsaa agter.

17 Sept. kl. 3 fm. ankom Falmouth og blev da nødsaget til at sætte skuden paa grund; for ikke at synke.

Under explosionen saaredes følgende mandskaber.

Førbøder J. Holmquist; fyrb. F. Wolty; kultrimmer W. Tobin samt matros W. Haapio; disse opholdt sig midtskibs i øieblikket. De blev snarest mulig sendt paa hospitalet.

Skibets Gig; som hang i taljerne udenbords om b.b. blev kastet tilveirs og faldt i smaastykker ned paa agterdæk. B.b. livbaad halvt fyldt med vand og stærkt ramponeret. Lamper og forøvrigt alt løsøre i alle lugarer midskibs; salon og pantry; blev kastet hulter til bulter og delvis fuldstændig ødelagt; ligesom og endel af mandskabet s'effecter.

Indgaaende raport over skadens' omfang vil blive udfærdiget; naar skibet er løftet og kan besigtiges i sin helhed.

Falmouth 18 Sept. 1917.

Thos. A. Larsen

Fører.

He referred to the contents & further declared that he was in the chart room at the time of the explosion caused by the torpedo and for about ten minutes could see nothing on account of coal and steam after which he saw that the port boiler was thrown up on its end and the engine room was under water. Hansen & Petersen were the only two men below at the time as the second engineer had just come up & the third engineer was just going below, nothing has since been discovered about the two men & their bodies have not yet been recovered, four others on deck were also injured; the men's effects are still on board. Captain Larsen states that the accident was solely due to the steamer being torpedoed by a German submarine.

Thos. A. Larsen.

Thereupon appeared as First Witness Just Amandus Kristensen 30 years of age of Sandeherrred first mate of the Thomas Krag and declared that he was on the bridge and saw the torpdø coming just before the steamer was struck, after which he could see nothing for some time and knows nothing of the fate of the men except that they must

have been killed as the torpedo struck the ship in the stokehold, where the men were.

Just A. Kristensen

1st Mate.

Thereupon appeared as Second Witness Josef Wilhelm Johansen 39 years of age of Drammen chief engineer of the Thomas Krag and declared that he was in the room filling in the log book when the explosion occurred & could not see anything except steam and coal for some minutes after which he went with others to the lifeboats in case the steamer might sink, he knows nothing of the two men, who were the only ones below at the time, but says they must have been killed.

Josef Wilhelm Johansen.

Thereupon appeared as Third Witness Sven Olsen 22 years of age of Christiania boatswain of the Thomas Krag and declared that he was on the bridge and saw the torpedo about 100 yards off and reported it to the mate, he could see nothing for steam, coal and debris after the explosion for some time, after which he went for the rafts & floats in case the steamer sank, he saw the stokehold was full of water and considers that the men must have been killed outright.

Sven Olsen

Bos'n.

The Witnesses gave their evidence on oath and were exhorted to tell the whole truth. The evidence was read over and acknowledged by each separately and the extract of the log book read to all the witnesses. The Assessors had nothing to remark respecting the proceedings and the Maritime Declaration was terminated.

Royal Norwegian Vice Consulate at Falmouth 29/9/1917.

R. Barclay Fox
Vice Consul.

Hans Henriksen
Master of s/s Nosir
Assessor.

Carl Adamsen
Master of s/v Don
Assessor.