

Sænkningsdagen hadde vidnet vakt til kl. 12. Da gik vidnet til middag, hvor han sat da skuddet kom. Vidnet meddeler, at skibet paa hans hele vakt hadde gaat med fuld fart forover. Maskinen gik med 54 omdreininger. Han mener at «Tromp» gjør vel otte mil i smult vand, som det dengang var. Han hørte fra messen, at maskinen straks blev stoppet. Siden blev maskinen ikke sat igang. Noget specielt angaaende maskinen og dens manøvrering utøver dette har vidnet ikke at meddele. Bisitterne ønsker intet spørsmål stillet.

Oplæst og vedtat. Vidnet avtraadte.

Fremstod 3dje maskinist paa «Tromp», Carl Edvard Karlsen, født 17de decbr. 1878 i Borre.

Vidnet hadde vakt fra kl. 12 og opholdt sig nede i maskinen, da varselskuddet kom. Han hørte skuddet. Straks efter signaliseres stop. Maskinen blev øieblikkelig stoppet efter skuddet. Maskinen gik med fuld fart, indtil den stoppedes. Der blev ikke slaat agterover. Maskinen sattes ikke senere igang. Første maskinisten gik senere ned og reverserte den for at hindre, at cirkulationsvandet skulde komme ind i livbaaten, naar den kom nedover. Vidnet attaler, at «Tromp» i pent veir som sænkningsdagen gjør vel otte mils fart.

Bisitterne ønsker intet spørsmål stillet.

Oplæst og vedtat. Vidnet avtraadte.

Fremstod Olaf Nikanor Person, født 5te septbr. 1897 i Malmberget, Sverige, matros paa «Tromp». Vidnet stod tilrørs, da «Tromp» blev stoppet ved et varselskud fra en ubaat. Der styrtes da SO $\frac{1}{4}$ O efter kompasset. Straks efter skuddet beordrede kapteinen, at der skulde styres SSO og kursen sattes saaledes ind mot land. Ubaaten saaes agterut. Kl. 11 kom vidnet til roret. «Tromp» gik stadig med fuld fart. Der var temmelig disig luft. Efterat man var kommet i baatene og laa og ventet paa, at «Tromp» skulde bli sænket, klarnede luften op, saa land blev tydelig synlig. Vidnet mener, at skibet var høist $1\frac{1}{2}$ eng. mil fra land, da det stoppede for at bli sænket. Vidnet saa «Tromp» synke. Alle av besætningen fik meget litet reddet av deres eiendele.

Bisitterne ønsker intet spørsmål stillet.

Oplæst og vedtat. Vidnet avtraadte.

Vidnerne foreholdtes edens betydning. Eden avlagdes.

Sjøforklaringen avsluttedes.

Bilbao, 12te mai 1917.

Johannes K. Somme.

(Sign.).

Georg Bjørnstad. A. J. Hansen.

(Sign.) (Sign.)

fhv. fører D/S «Oria», fhv. fører D/S «Farmand».

D/S «Vale» (M. J. C. V.) av Kristiania.

Reg.ton br.: 719, ballast, ødelagt 4de mai paa reise fra Newcastle til Bergen. Omkommet: 3 mand.

On the sixth day of May, Nineteen hundred and seventeen, between the hours of twelve noon and one afternoon, the Norwegian subject Lauritz Christian Stephensen, late Master of the steamship «Vale» of Christiania, of 380 tons Nett Register, or thereby, distinguishing letters presented himself at the Norwegian Consulate, Lerwick, and declared that the said ship left the port of Newcastle-on-Tyne on the third instant, about 11 o'clock p. m., in ballast, bound for Bergen for orders; that the said ship, on leaving the said port of Newcastle-on-Tyne, was in perfect condition, properly equipped, properly manned with a full crew of sixteen men all told, and fit for the voyage in every way; that the said ship together with five other cargo steamers were escorted by a convoy consisting of three British destroyers and three armed trawlers; that weather on leaving port was fine, with a slight natherly swell; that all went well until about 9 $\frac{1}{2}$ 20 o'clock summer time, the following morning, the ship being then about Lat. 56,2 N. and Long. 1 W., when a torpedo struck the ship under her fore hold, causing such damage to her that the ship sank in less than thirty seconds; that no warning was given by the submarine; that immediately on the torpedo striking the ship deponent called all hands and gave orders to launch the boats; that the Starboard lifeboat had been so seriously damaged by the explosion that it could not be launched; that the crew

prepared to launch the Port lifeboat with all possible speed, both owing to the ship's position in the water it was found impossible to get the boat clear of the davits; that six or seven men got on rafts; that five went down with the Port lifeboat when the ship sank, and two or three men jumped overboard; that of the occupants of the said boat only three came to the surface, the other two Einar Thorsen, Chief Officer, and Leif Guttormsen, Mess boy, being drowned; that the last seen of the second engineer was in his room immediately after the explosion had taken place; that he was called on to leave the ship but was not seen to do so, and it is presumed he went down with her; that after floating and swimming about ten minutes deponent and the other twelve survivors were picked up by one of the armed trawlers forming the escort; that Hans Hansen, O. S., was found to be wounded; that a signal was made from the said trawler to one of the British destroyers from which a doctor came on board and rendered first aid to the said Hans Hansen; that the survivors were treated with every kindness on board the said trawler; that the said trawler continued to follow the said convoy until the arrival of the said ships at Lerwick about 1 o'clock a. m. this morning; that about 10,30 o'clock a. m. the survivors of deponent's crew were landed at Lerwick and handed over to the Norwegian Vice Consul, who provided them with food and clothing; that the destruction and sinking of his ship, and the death of the Chief Officer, Mess Boy, and Second Engineer aforesaid, and the wounding of Hans Hansen, O. S., and whatever injury, loss or damage the members of the crew of the said ship, the owners thereof or any person having an interest in the ship, may have sustained or might sustain in consequence of the foresaid destruction and sinking of his ship, are in no way due to the Master of the vessel, or to his Mate, or to any of his crew, and therefore the deponent protests for behoof of all concerned against the action of the Commander of de foresaid submarine in illegally attacking and sinking his ship, and against all loss and damage to the said ship, her crew, or to any person having an interest therein, caused as

aforesaid, and all expenses thereby incurred in common form.

(signed) Chr. Stephensen,
Master of the S/S «Vale».

(signed) Carl Johansen, (signed) Hans Ness,
Chief Engineer. 2dn. Mate.

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

(signed) James Garriock,
44, Albany Street, Lerwick. — Witness.

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

D/S «Segovia» (M. B. H. Q.) av Kri-
stiania.

Reg-ton br.: 1394, last: kul, ødelagt 5te mai paa
reise fra Tyne til Gibraltar. Omkommet: iugen.

Maritime declaration.

According to a previous arrangement, a Maritime Declaration was made before the Norwegian Vice Consul at Wick on this the 5th. day of May, 1917, in consequence of the sinking of the Steam Ship «Segovia» of Christiania, during a voyage from Newcastle on Tyne to Gibraltar with a cargo of coals.

The proceedings were conducted by Alexander Mowat, Vice-Consul, at the said Consulate.

Captain Andreas Christensen appeared and declared that he was Master of the Steam Ship «Segovia» of Christiania.

The said ship was of a registered tonnage of 873, net register, and her distinguishing signal was M. B. H. Q. The «Segovia» was built in Fredrikstad in the year of 1903, and was last surveyed by Norske Veritas in Christiania in 1915.

The complement consisted of 19 men all told.

The «Segovia» sailed from the Tyne on the 3rd. day of May with a cargo of coals bound for Gibraltar. On her departure, the ship was, in every respect, staunch, tight, and true, and in a perfect seaworthy condition. After leaving the Tyne on the 3rd., fine weather was experienced, accompanied by a slight haze, and nothing unusual occurred until the morning of the 5th. when the Steamer was about 20 miles S. S. E. of the Ouskerry.