

SALONICA

LCWS HaugesundA/S Venborg (Brummenæs & Torgersen) 1912 2694 brt, 1607 nrt
23.11.1940 Ca. 55 16 N, 12 14 V Pugwash, N.S. - Newcastle on Tyne 1030 favner pitprops
Torpedert 9 16 0 0
05.11.1940 Glasgow

Captain Ole Gustav Økland appeared and in absence of logbooks and log extracts delivered a short written statement with names of the nine missing men. After loading a cargo of pitprops ship left Pubwas N.S. for Tyne. Ship left Pugwash 4th November, 1940, and arrived Sydney N.S. 5th November to await convoy. Ship left Sydney 3. p.m. 9th November and voyage was continued with variable weather in convoy until 23rd November. The weather was storm from the West with heavy high seas. At 2.40 a.m. a ship on the port side of "SALONICA" was torpedoed and at once the whole crew were roused, and put on their life-jackets, and full speed ordered to the engine room. At 2.46 a.m. "SALONICA" was struck by a torpedo on port side

amidships, probably in the boiler room. The two lifeboats swung out on the davits on the port side were destroyed by the explosion. The crew ran to the Starboard boat which was lowered into the water, but was soon filled with water and the sixteen men in this boat thrown into the sea when the boat capsized. Two men climbed aboard by the boat falls. The motor boat was on top of No. 3 hatch, but as there was no steam it could not be put into the water. They had a boat under the bridge and the nine men left aboard got it into the water and all were picked up by the Destroyer "SKEENA" and landed at Goruock 25th November. Of the fourteen men in the water from the first lifeboat seven men were rescued by another destroyer and these

men were landed at Liverpool. Nine men were thus lost and their names are on the attached report. The two men in the engine and boiler room, 3rd Engineer Breivik and fireman Tobler were not seen after the explosion and he presumed they were killed.

To the numbered questions he replied as follows:

- (1) By torpedo.
- (2) No.
- (3) Yes.
- (4) Two lifeboats swung out on davits, motor boat on top of No. 3 hatch, a smaller boat fitted with tanks was under the bridge and two rafts, one forward and one aft, full set of lifebelts and liferafts. Boat drill, 6th November.
- (5) Ship 4600 tons cargo and bunkers. Not overloaded.
- (6) Deckcargo secured by uprights and wire ropes.
- (7) 5 hatches to holds, well battened covered with tarpaulins, hatch covers wooden, and fixed with beams. Tonnage openings aft well closed with iron doors.
- (8) No.
- (9) Barry Dock, September, 1940. Not been aground since.
- (10) Everything was lost with the ship.
- (11) By Destroyers.
- (12) No.
- (13) Ship sunk by torpedo.
- (14) Presume sunk as the motor boat and the damaged lifeboat also a quantity of pitprops were observed when daylight came. One of the destroyers stood by the place where ship was torpedoed until daylight.
- (15) As the steam pipes were apparently broken the boiler and engine room were full of boiling water and steam, and it was impossible to get down to these men.
- (16) The ship was drifting away from the men and they were lost in the darkness.

First witness, stated he was Frithjof Nilsen, Chief Officer of the "SALONICA".

Ship left Sydney 5th November, in full seaworthy condition. Deckload of pitprops properly stowed and secured. He had nothing to report until the early morning of 23rd November. He was not then on watch. All the crew had been warned at 2.20 a.m. that submarines were attacking the convoy and all men were on deck except the engineer, one fireman, and a trimmer. At 2.46 a.m. a torpedo struck the "SALONICA". Immediately there was a great escape of steam from the boiler room. Several of the crew ran to the port side but the two lifeboats on that side of the ship had disappeared. He went back to starboard side and helped to lower the lifeboat. Several men got into the lifeboat, he thought sixteen. This boat was damaged against ship's side and filled with water, and capsized throwing the men into the water. Two men climbed up aboard again. As it was impossible to put the motor boat into the water without the help of steam, he and the remaining eight men launched a smaller boat and got into it and were picked up in about 3/4 of an hour by the Destroyer "SKEENA", which landed them at Gourrock on 25th November.

To the numbered questions he replied as follows:-

- (1) Ship sunk by torpedo.
- (2) No.
- (3) Yes.
- (4) Two ordinary lifeboats swung out on davits, motor boat on No. 3 hatch in boat crutches. A smaller boat on bridge deck. All fitted according to war time requirements. Boat drill 6th November.

- (5) 4600 tons 1030 fathoms props. Not overloaded.
- (6) Deckload properly secured by uprights and wire ropes.
- (7) Hatches, wooden covers, three tarpaulins properly wedged.
- (8) Ship not leaking.
- (9) September, 1940. Not been aground since.
- (10) Everything lost with ship.
- (11) By destroyer.
- (12) No.
- (13) Ship sunk by torpedo.
- (15) Owing to the boiling water and steam it was impossible to see anything or get down to the men.

Second witness. Frank Klockmann, 2nd Engineer.

He was not on watch on the morning of 23rd November. He was in the steering engine room when the torpedo struck the ship, he came on deck and upon the boat deck. He ought to go to the port lifeboat, but it had disappeared. He then went to the starboard lifeboat and assisted in getting it into the water. He did not go into this boat. He saw the boat capsize. He helped two men who climbed up the falls on to the deck. He could not see the other men in the darkness, but heard their cries. He assisted in putting out the smaller boat and went aboard it, and in about an hour's time they were picked up by a destroyer and landed at Gourrock on 25th November.

To the numbered questions he replied as follows:-

- (1) Ship struck by torpedo.
- (2) No.
- (3) Yes.
- (4) Boats swung in davits and fully fitted with lifesaving gear. Last drill before leaving Canada.
- (5) Not overloaded.
- (9) Barry in September, 1940.
- (10) Everything lost.
- (11) Destroyer saved survivors.
- (12) No.
- (13) Torpedo attack.

To the Assessors question (17) He replied - Before the explosion he saw 3rd Engineer on watch also the fireman, both on the lower engine room platform. After the explosion he saw nothing as engine room was full of smoke and steam.

Third Witness, Kolbjørn Kristiansen, Able Seaman - steersman. He was steering s.s. "SALONICA" on the morning of 23rd November. He noticed another steamer was torpedoed on their port side. About 10 minutes afterwards "SALONICA" was torpedoed. He came out on deck and went at once to starboard lifeboat. He went into this boat with several others of the crew. He felt the boat fill with water and capsize, so he jumped into the water. When in the water two men hung on to him. He told them to let go and he got hold of the boat falls and climbed aboard. He did not see what happened to the others. He went to the smaller boat on the bridge deck, and helped to get it into the water and got into it, and they were later picked up by a destroyer and landed at Gourrock.

Rapport angående s.s. "SALONICA" av Haugesund

Mandag 4/11-40 avgikk s.s. "SALONICA" fra Pugwash N.S. med en ladning props ialt 1030 favner, bestemt til

Tyne. Skibet hadde 25 manns besetning og var ellers i fullt sjødyktig stand.

Ankom til SYDNEY N.S. tirsdag 5/11 for så å vente på konvoi.

Lørdag 9/11-1940 kl. 15.00 avgikk vi fra Sydney i konvoi, og reisen fortsattes under vekslende værforhold. Styrt kurser iflg. konvoi commodoren.

Lørdag 23/11-40 storm med tung høi sjø. Kl. 2.40 ble et skib som gikk på babord side av s.s. "SALONICA" torpederet. Da vi ble klar over det, ble alle mann purret ut, og tok på seg livredningsvester, og det ble ringet full fart i maskinen. Kl. 2.46 ble s.s. "SALONICA" truffet av en torpedo på babord side midtskibs, antagelig i kjelerummet. 2 livbåter hang utsvinget i davitene, og babord livbåt forsvant under eksplosjonen. Alle mann løp da til styrbord båt, og denne ble låret og satt på vannet men i den høie sjø ble den snart full av vann, og 16 mann, som var i båten, kom i vannet og båten veltet. 2 mann klarte å komme ombord igjen.

Motorbåten som sto på nr. 3 luken kunne ikke settes ut, da vi ingen damp hadde. De hadde en båt under broen, og de gjenværende 9 mann gikk igang med å sette den ut, hvilket lyktes dem, og etter 45 minutter ble de tatt opp av

destroyeren "SKEENA" og ble landsatt i Gourcock 25/11-40.

En annen destroyer tok opp 7 man av dem som falt i vannet, og de ble landsatt i Liverpool.

It is feared that the following have lost their lives:-

2nd Officer Birger Sætre
Steward Konrad Stenhagen
Cook Oskar Olsen
Mess Room Boy Rolf Sellesteth
3rd Engineer Andor Breivik
Fireman Jakob C. Tobler
Fireman Jørgen Mortensen
A.B. Seaman Karl Knudsen
Ordinary Seaman Sivert Sylte

S.S. "SALONICA" ble torpederet på ca. 55 16 N og 12 14 V. Alle mannskapets private eiendele samt skibets papirer og dagbøker gikk tapt.

T. Nilsen, 1. styrmann
Ole Økland, Fører
K. Kristensen, Matros
F. Klockmann, 2. maskinist

<i>Stilling</i>	<i>Etternavn</i>	<i>Fornavn</i>	<i>Hjemsted</i>	<i>Nasjonalitet</i>	<i>Skjebne</i>	<i>Merknad</i>
Fører	Økland	Ola		Norge	Reddet	
1. styrmann	Nilsen	Firthjof		Norge	Reddet	
2. styrmann	Sætre	Birger		Norge	Død	
3. styrmann	Solevåg	Anton		Norge	Reddet	
Telegrafist	Sårse	Juri		Estland	Reddet	
Båtsmann	Stornes	Ingar		Norge	Reddet	
Matros	Knutsen	Karl		Norge	Død	
Matros	Kristiansen	Kolbjørn		Norge	Reddet	
Lettmatros	Sylte	Sivert		Norge	Død	
Lettmatros	Rusten	Paul		Norge	Reddet	
Jungmann	Kristiansen	Arne		Norge	Reddet	
Jungmann	Muren	Gunleif		Norge	Reddet	
1. maskinist	Andersen	Henrik		Norge	Reddet	
2. maskinist	Klockman	Henrik		Norge	Reddet	
3. maskinist	Breivik	Andor		Norge	Død	
Donkeymann	Isaksen	Andreas		Norge	Reddet	
Fyrbøter	Mortensen	Jørgen		Norge	Død	
Fyrbøter	Tobler	Jakob		Sveits	Død	
Fyrbøter	Trevland	Asbjørn		Norge	Reddet	
Lemper	Nygård	Olaf		Norge	Reddet	
Lemper	Årset	Jon		Norge	Reddet	
Lemper	Gjelsten	Einar		Norge	Reddet	
Stuert	Stenhagen	Konrad		Norge	Død	
Kokk	Olsen	Oskar		Norge	Død	
Messegutt	Sellesteth	Rolf		Norge	Død	