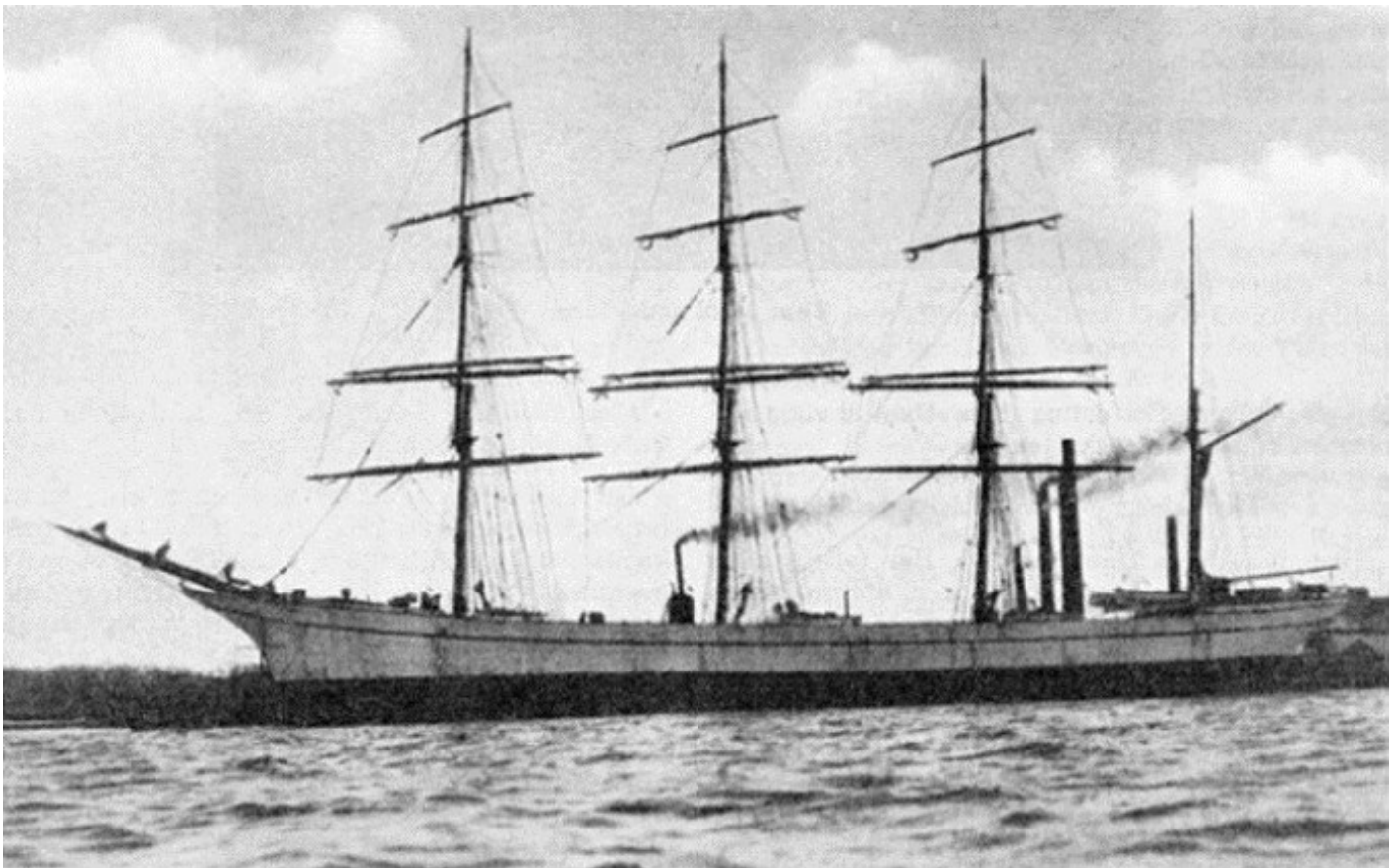


Thor II

IMO/off nr	1093288
Call Signal	KFBQ
Flag	NOR
Ship type	Seilskip, 4-mastet bark, jernskrog sail ship, 4-masted barque, iron hulled
Year Built	1886/06
Shipyard	Russell & Co., Port Glasgow, Scotland
Sno	153
Cargo Handling	Donkeykjele og 2 vinsjer (installert i 1911).
Tonnage	2.144 brt, 1995 nrt
Size	L: 283,5' – B: 40,5' – D: 24,5'
Propulsion	Seil, rigget som bark m/fire master.
Boiler	1 x donkey kjel.
Crew	Som førere i tiden under Thor Dahl er nevnt: 1911 J. Johansen, 1912 John Meyn, 1913 Isak Jacobsen
Manager	Thor Dahl, Sandefjord
Owner	Thor Dahl, Sandefjord
Port	Sandefjord



SFJ00219110120001 Seil/Brk THOR II. Bilde via Ragnar Iversen.

History in Norwegian

1886 Bygget som 4-mastet fullrigger NILE ved Russell & Co., Port Glasgow, Scotland for W. Douglas (Alfred Brown), Glasgow. Sjøsat 08/06. 1890 Omrigget til bark. 1900 Solgt til J. Boyd & Son, Glasgow. 1911 Solgt i oktober for GBP 3.750 til Thor Dahl, Sandefjord. Thor Dahl skrev selv om båten 26/09-1911: «..... Jeg har kjøbt et Jernskib NILE, nu THOR II, som jeg skulde benytte til flydende Kogeri, men da jeg ikke kan faa det færdig tidsnok, har jeg bestemt mig til at lade Fartøiet gjøre en Tur paa Australien. Jeg kan opnaa 45/- for Trelast fra Øst-Norge og 65/- fra Hudikavall, og kan jeg opnaa en 27/- for Korn, mener jeg at det ogsaa skal bli en god business.» Slept av taubåt fra Belfast hvor den hadde vært opplagt, og ribbet for alt. Hun kom til Framnæs mek. Verksted, Sandefjord for ny opprigging og nye seil. Donkeykjele og 2 vinsjer ble også installert i Sandefjord. Omdøpt til THOR II og ble rederiets første koffardi skip. 1916 Hun hadde først vært en tur til Australia og hentet en last kull til Strømness for selskapet Peder Bogen. Ankom Strømness 19/09 med 3.200 tonn kull. Avgikk 23/11. Nå var hun lastet med 13.365 fat hvalolje for Queenstown, Irland. 1917 Hennes skjebne ble forseglet 04/02. Torpedert og senket av den tyske ubåten U 45 (Kapitänleutnant Erich Sittenfeld) i posisjon 50.21N-11.35V, (ca. 85 nm sydvest for Irland. Mannskapet fikk en halv time på seg til å gå i båtene. U-båtens sjef beordret kapteinen til å gå opp langs siden med THOR II's kronometer og loggbok. Så vel kapteinen som hans hustru og 3 år gamle datter gikk ombord i ubåten hvor de blev holdt som fanger. Båtsmann Åge Møller fortalte han hadde hørt kapteinen og hans frue snakke seg i mellom "at hadde de levet så lenge sammen, ville de også dø sammen". Så ille gikk det heldigvis ikke. Kapteinen, hans kone og datter ble landsatt på Helgoland, og sendt hjem til Norge derfra. Mannskapet i livbåtene blev etter 20 timers seilas tatt opp av en britisk patruljebåt. De var alle stivfrosne, og styrmannen mente de ikke ville ha holdt ut stort lenger. 1926 En høstkveld hadde kapteinen med familie leiet Calmeyergatens missionshus i Oslo for at fortælle om sine videre oplevelser, men desværre blev foredraget avlyst, så man vet kun at de kom levende hjem.

History

1886 Built as 4-masted ship NILE by Russell & Co., Port Glasgow, Scotland for company W. Douglas (Alfred Brown), Glasgow. Launched 08/06. 1890 Re-rigged to bark. 1900 Sold to J. Boyd & Son, Glasgow. 1911 Purchased by Thor Dahl, Sandefjord for £ 3.750. Thor Dahl wrote about the ship on 26/09-1911: «.....I have purchased an iron ship, the NILE, now named THOR II, as I had plan to use it as a floating whaling processing factory, but as I couldn't get it ready on time, I have decided to let the vessel do a trip to Australia. I can achieve 45/- for a cargo of wood from East-Norway and 65/- from Hudiksvall (Sweden), and I can achieve abt. 27/- for Grain, as I also mean should be good business.» Towed by a tug boat from Belfast where she was laid up, and completely de-rigged. She came to Framnæs mek. Værksted (Sandefjord) for new rigging and new sails. A donkey boiler and two winches also installed in Sandefjord. Renamed THOR II and she became the first cargo ship in the fleet of Thor Dahl. 1916 THOR II had been to for Australia for a load of coal to the land station of the company of Peder Bogen. Arrival Stromness on 19/09 with 3.200 tons of coal. THOR II departed Stromness on 23/11, before she loaded 13.365 barrels of whaleoil for Queenstown, Ireland 1917 On 04/02she met her destiny. Torpedoed and sunk by the German submarine U 45 (Kapitänleutnant Erich Sittenfeld) in position 50.21N-11.35W, (appr. 85 nm south west of Ireland. The crew was given half an hour to get in the life boats. The commander of the U-boat ordered the captain of THOR II to go alongside and hand over the chronometer and the ships log book. The captain as well as his wife and 3 year old daughter was taken on board the U-boat as prisoners. Boatswain, Åge Møller, told later he had heard the captain and his wife saying to each other "since they had been living so long together, they also will die together". It luckily never went that far. The captain, his wife and daughter was landed at Helgoland and sent back to Norway. The crew in the life boats was after 20 hours of sailing picked up by a British patrol boat. They were all frozen, and the mate meant that it was on time, as they would not survive much longer. 1926 An evening in Autumn had the Master and his family rented the mission house in Calmeyer street in Oslo to tell about their experiences, but the talk was cancelled, we only know that they came home alive.