

Survey report

Wreck Y (SS Ossian)

Position:

North sea - N Norderney

Survey date:

22.09.2020

Author:

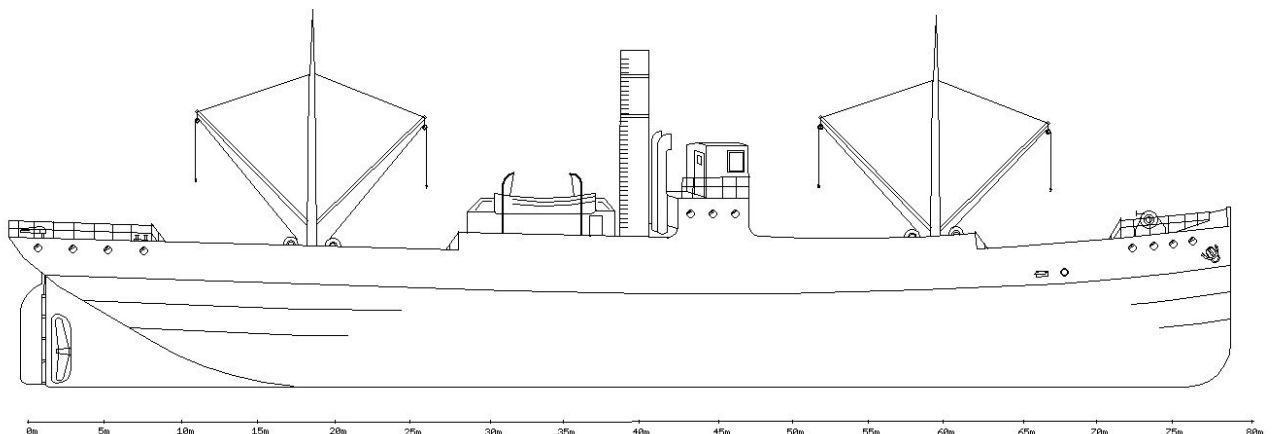
Holger Buss

Co-Author:

Henrik Absalon

Version:

March 16th 2021



Wreck Y
6.11.2020
Holger Buss

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Introduction

In this prospecting report, a until now unidentified wreck is described, which was divided and examined in 2020 by the group Gezeitentaucher ("tide divers").

The wreck is an approx. 78 m long, riveted steel ship with a centrally located steam engine, two boilers and two masts. The construction suggests a construction between 1890 and 1930. The wreck was measured, documented and sketched. The details were then compared with historical photos and other information. The wreck was compared with around 55 steamships of similar size and design lost in this area. It is most likely the Swedish steamer Ossian, which sank on May 15, 1941 due to war.

The group Gezeitentaucher - "tide divers"

Since 2007 a group of currently nine scuba divers in the North Sea. The group is called "tide divers" because diving in the North Sea is heavily dependent on the tides. They document the wrecks without recovering any objects. The focus is on the identification of the wrecks, monitoring and preservation. In 2017 they completed the special course underwater archeology I from the VDST (Association of German Sports Divers) with Dr. Florian Huber. The methods of measurement, 3D modeling and documentation have been used since then.

Typical destinations are the wrecks within a 35km radius of Norddeich Hafen. Some of the wrecks are known, many are still unknown. The experienced divers use diving equipment with 2 * 12L Nitrox32 in DIR configuration. A rib (high-performance inflatable boat) with a fixed hull and 225 HP is used as a means of transport, lying in Norddeich Hafen. There are GPS, echo sounder and sidescan sonar on board.



Gezeitentaucher: Holger Buss, Dirk Terbeek, Dirk Heinemann, Wilfried de Jonge, Thorsten Bakker, Oliver Hirsch, Thorsten Lex, Ulrich Hofmann, Michael Rosendahl

Intention

We want to solve the following questions:

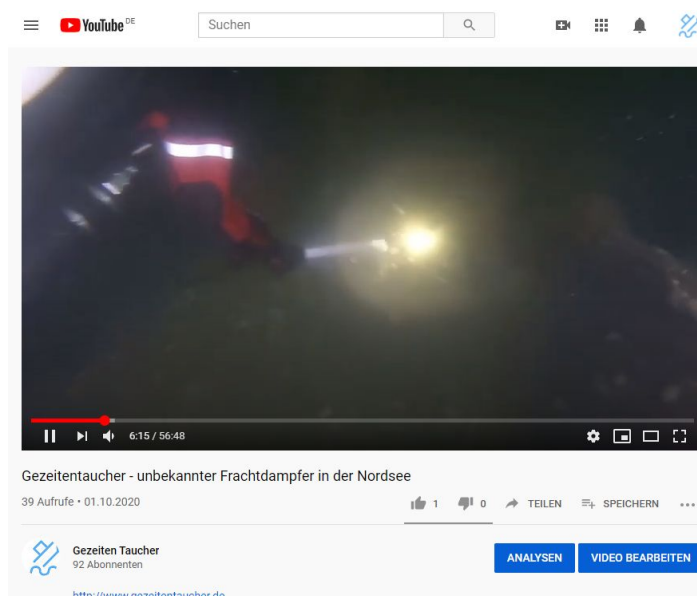
- Which ship is it?
- when did it sink?
- why did it sink?
- where did it come from - where did it go?
- what has it loaded?
- were there human losses and were there survivors?

The following aspects are also examined:

- Has the wreck been looted or damaged by third parties?
- How has the wreck changed over the years?

The group is financed without outside funds.

Video of the dive



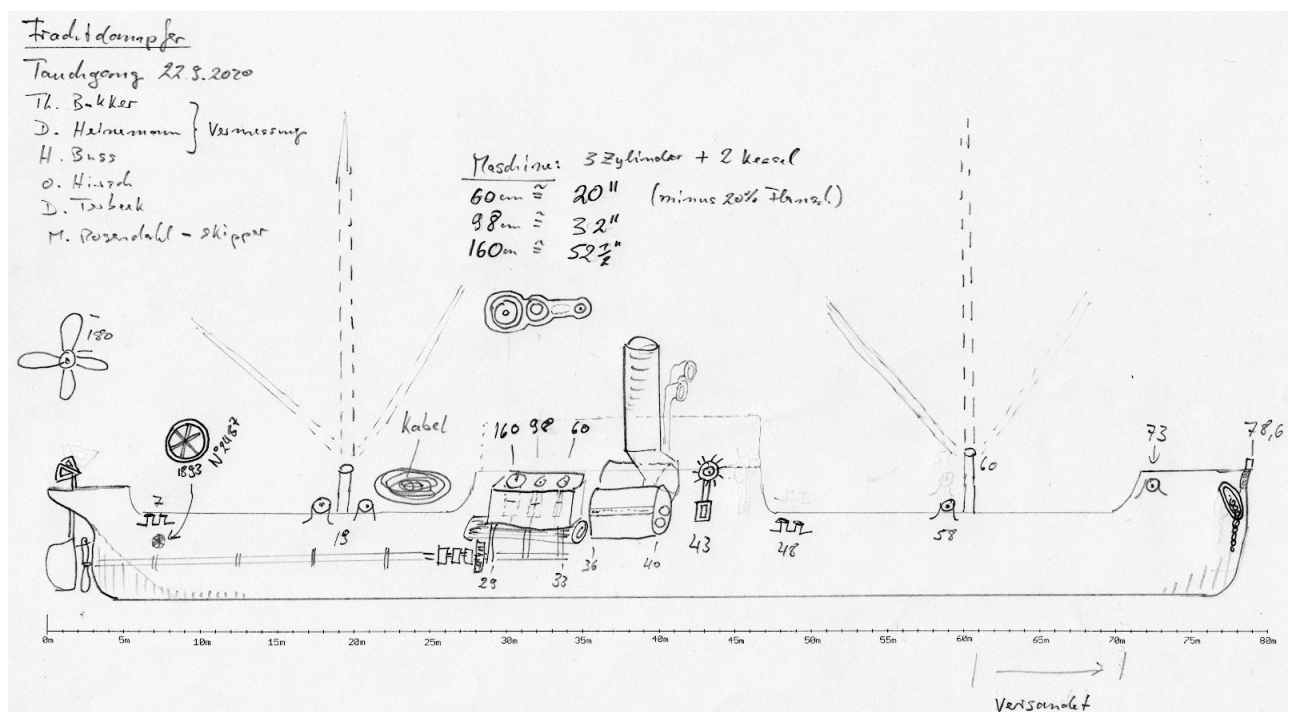
The entire dive was recorded
<https://youtu.be/lmUpj-r1QGE>

The investigation of the wreck can be verified with the help of the tape measure and the seamless video.

Description of the wreck

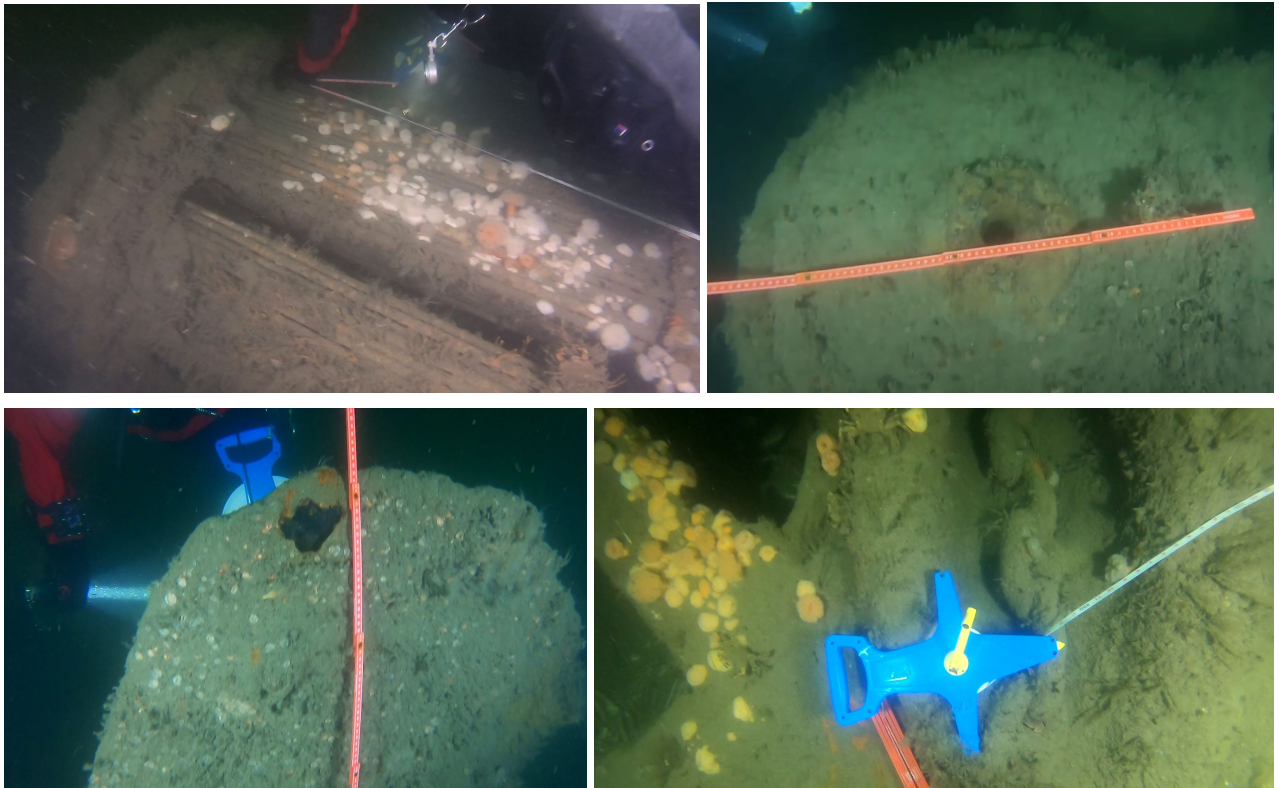
It is the wreck of a riveted steel ship with a length of approx. 78,6m. It is inclined about 45 ° to starboard on a sandy bottom. The iron screw (4 blades - 1.8m each) is half silted up. The triple expansion steam engine is located in the middle of the ship about 29m from the propeller. Two boilers lie next to each other with the fire hatches (furnicases) facing the bow. The fire hatches are at 40m; so the chimney will have been exactly in the middle of the ship. At a distance of approx. 19 m from the stern there are two steam winches and a steel mast laying 20° into the direction of the bow to the starboard side. At about 23m there is a noticeably large amount of cable that was wound on a reel or drum. The cable consists of a single rubber-sheathed conductor with a small width of copper (1,5-2mm²). In addition, the cable is covered with jute and pitch (tar). The outer coating appears more tar, rather than rubber-coated. It will not be suitable for underwater. Due to the small width, it is more likely for information transfer rather than for energy transfer. Possibly it is a telegraph line. The length is estimated at a few kilometers. Amidships at approx. 43m there is a role that could have belonged to the steering gear. The round window of a brass porthole was found in the stern area with the inscription "1893 N°2457". In the bow there is a winch and the remains of a mast at about 59m. Both masts are tipped over to starboard. The area from 63 to 73m is completely silted up with sand. From about 73m from the stern we found upright parts again. The anchor fairlead is oval and no anchor was found. The front post at 78m can be seen clearly.

Sketch of the wreckage



Drawing: Holger Buss 1.10.2020

Survey method

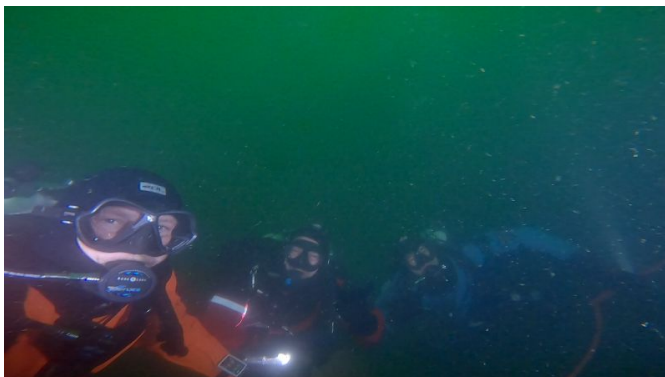


The following procedure has proven for our investigations:

The survey team consists of three divers:

- Diver 1 with 100m tape measure
- Diver 2 with folding rule
- Diver 3 with cameras (two Gopros in video mode) and lights

The group dives along the wreck and looks for the bow or stern. Diver 1 attaches the tape measure to the outer end of the wreck (e.g. the stern) and slowly swims towards the bow. Interesting details are signaled to the following divers with a lamp. Diver 3 documents important objects by the camera and repeatedly goes to the measuring tape to document the position of the objects. Diver 2 does detailed measurement by using a folding rule and holds the group together if necessary.



Survey team: Buss, Bakker, Heinemann

Diving protocols



22.09.2020

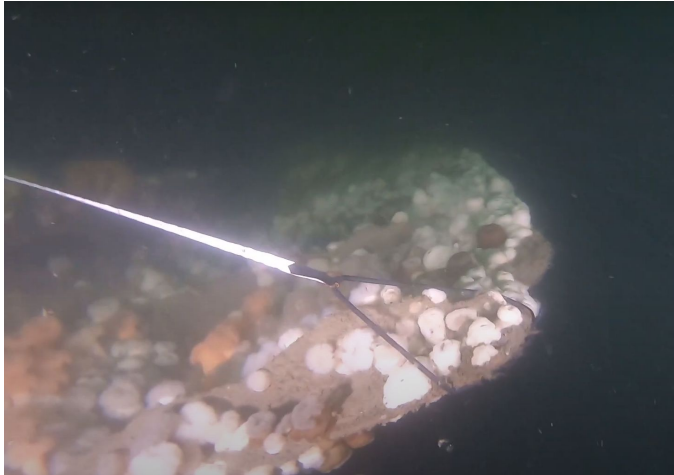
Thorsten Bakker, Holger Buss, Dirk Heinemann, Oliver Hirsch, Dirk Terbeek

- Flood. 60min bottom time - good visibility - hardly any current
- Length of the wreck determined
- Detailed measurement: steam cylinder, propeller
- Documentation of the position of the machine, winches, masts and boilers
- Overview sketch created

Details

The photos are still images of the video. The jump to the respective position in the video is linked below the images.

Start of the measuring at the stern



<https://youtu.be/lmUpj-r1QGE?t=530>

Rudder quadrant



<https://youtu.be/lmUpj-r1QGE?t=562>

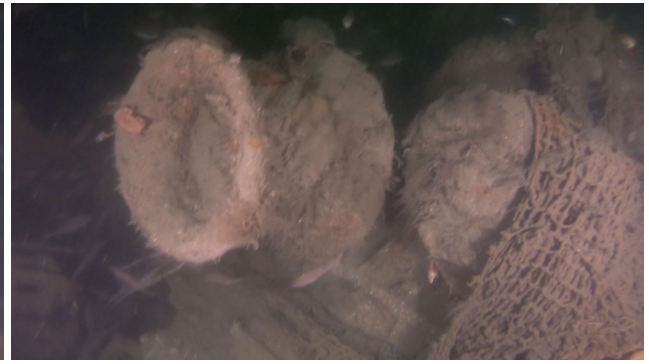
Bollard



<https://youtu.be/lmUpj-r1QGE?t=584>

7m from the stern. The bollard is capsized

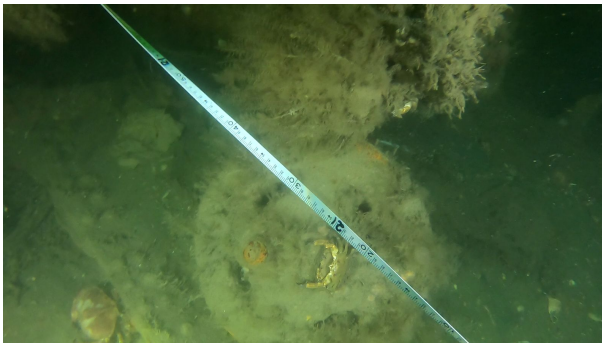
Winch at 19m



<https://youtu.be/lmUpj-r1QGE>

<https://youtu.be/lmUpj-r1QGE?t=735>

Winch at 21m



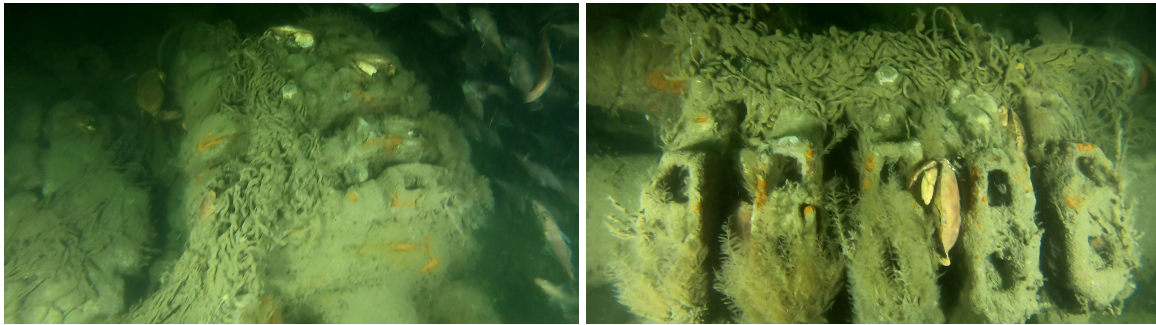
<https://youtu.be/lmUpj-r1QGE?t=795>

Bearing of the propeller shaft



<https://youtu.be/lmUpj-r1QGE?t=726>

Thrust-bearing block of the propeller shaft



at 26m

<https://youtu.be/lmUpj-r1QGE?t=819>

<https://youtu.be/lmUpj-r1QGE?t=836>

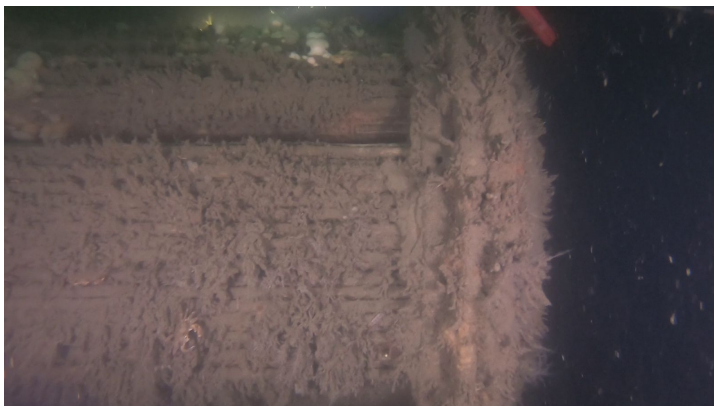
Big gear in front of the machine



<https://youtu.be/lmUpj-r1QGE?t=827>

At 25m

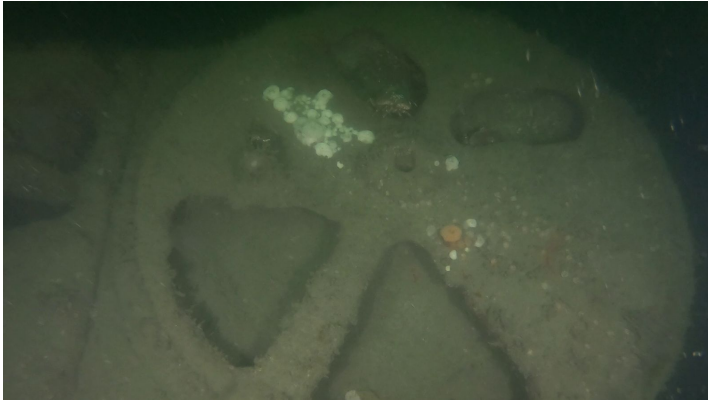
Condenser



at 29m

<https://youtu.be/lmUpj-r1QGE?t=915>

Steam machine



Low pressure cylinder

At 29m

<https://youtu.be/lmUpj-r1QGE?t=962>

Medium pressure cylinder

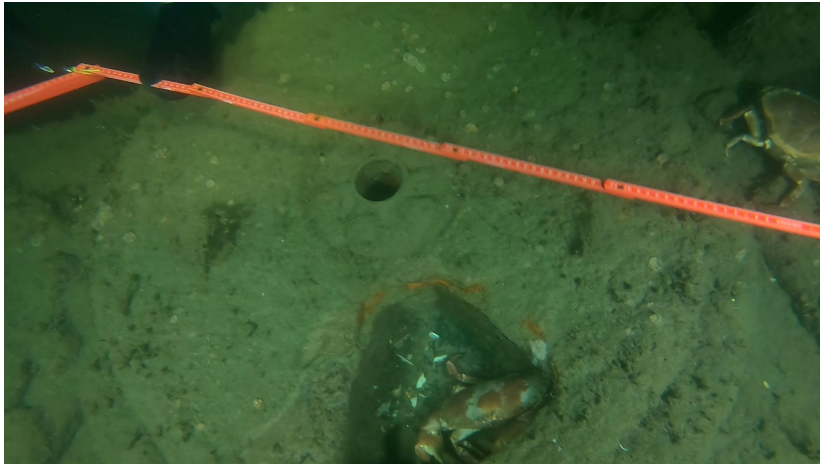


High pressure cylinder



Cylinder diameters

As we knew from identifying the wreck of the steamer Elsa in 2017, the measuring of the cylinder diameter is an important factor during identification. These data are recorded in the Lloyds Register in London along with the main dimensions of the ship.



<https://youtu.be/lmUpj-r1QGE?t=2155>

The following dimensions of the cylinder covers were measured on the wreck:

HP: 60cm
MP: 98cm
LP: 160cm

Since the covers had a flange of approx. 20% of the diameter, the following cylinder diameters should result:

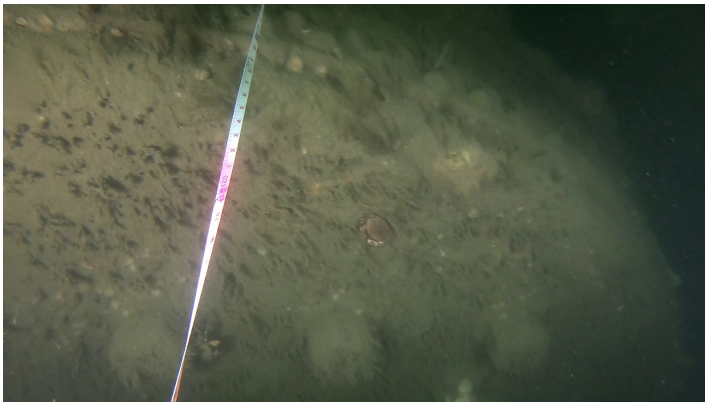
HP: 500mm = 19,7"
MP: 810mm = 32,1"
LP: 1333mm = 52,5"

Flange of the steam outlet of the machine on the low pressure cylinder



<https://youtu.be/lmUpj-r1QGE?t=951>

Boiler: Back side



<https://youtu.be/lmUpj-r1QGE?t=1060>

<https://youtu.be/lmUpj-r1QGE?t=1991>

At 36m

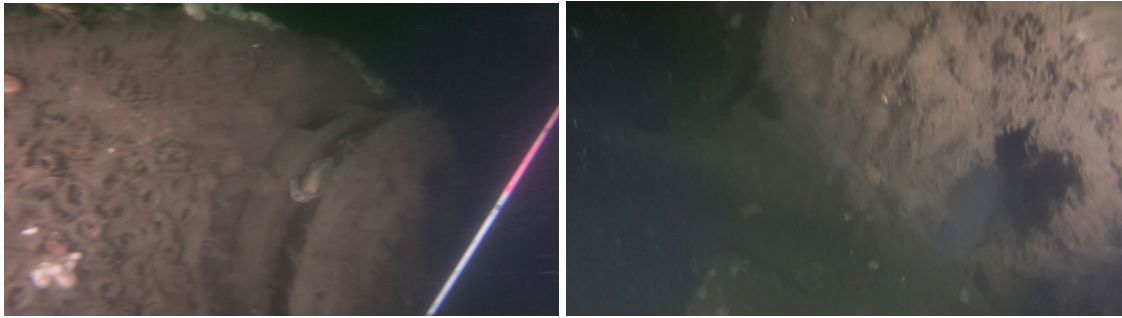
Boiler: Front side



<https://youtu.be/lmUpj-r1QGE?t=1922>

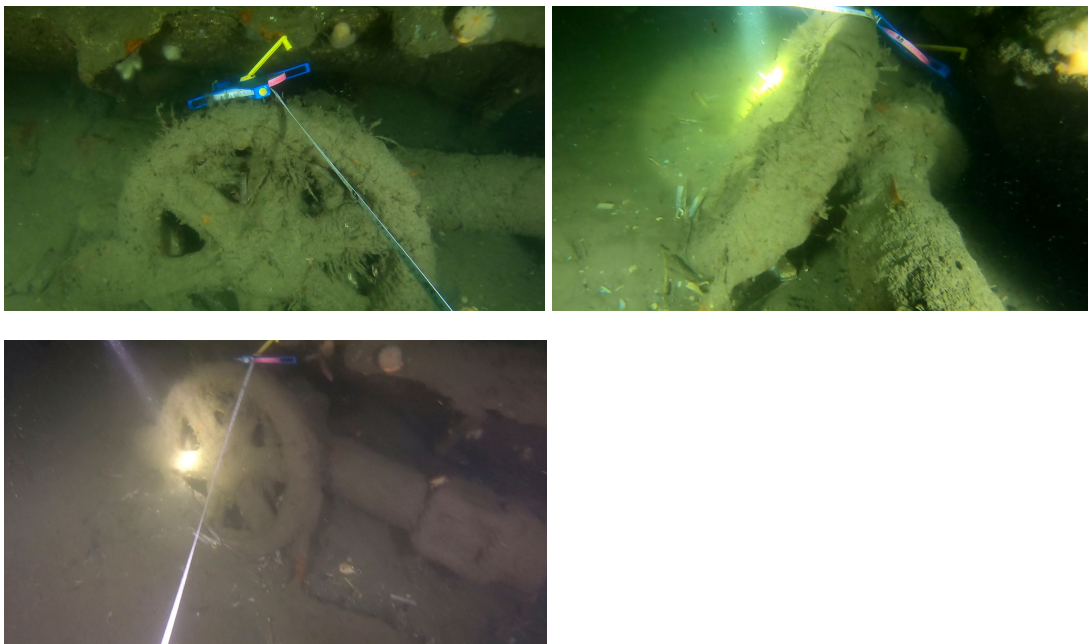
At 40m

Fiering holes (Furnacases)



<https://youtu.be/lmUpj-r1QGE?t=1113>

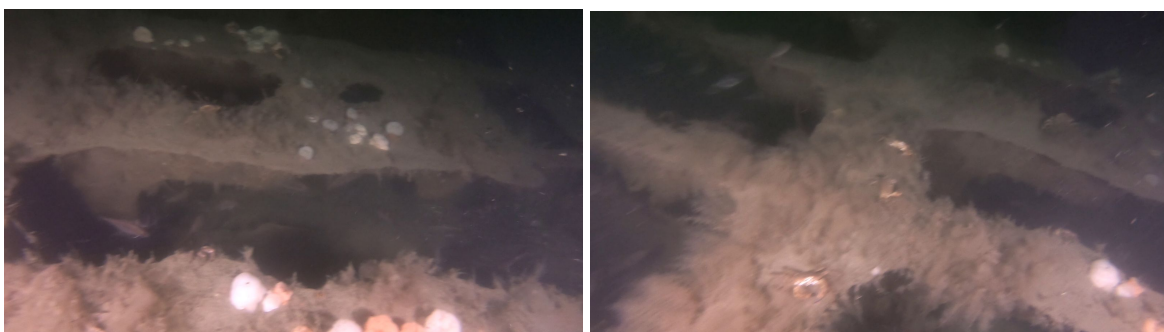
Part of the steering wheel or deflection of the steering chain



At 43m

<https://youtu.be/lmUpj-r1QGE?t=1120>

Cellular double bottom



At 54m

<https://youtu.be/lmUpj-r1QGE?t=1430>

Bollard



At 48m - almost completely silted up

<https://youtu.be/lmUpj-r1QGE?t=1355>

Steam winch at 59m



At 58m - capsized

<https://youtu.be/lmUpj-r1QGE?t=1466>

Front mast at 60m



<https://youtu.be/lmUpj-r1QGE?t=1475>

Anchor winch



<https://youtu.be/lmUpj-r1QGE?t=1627>

At 73m

Two fairleads for the anchor chain



At 75m

<https://youtu.be/lmUpj-r1QGE?t=1637>

Anchor chain



<https://youtu.be/lmUpj-r1QGE?t=1610>

Fore peak



At 78,6m

<https://youtu.be/lmUpj-r1QGE?t=1650>

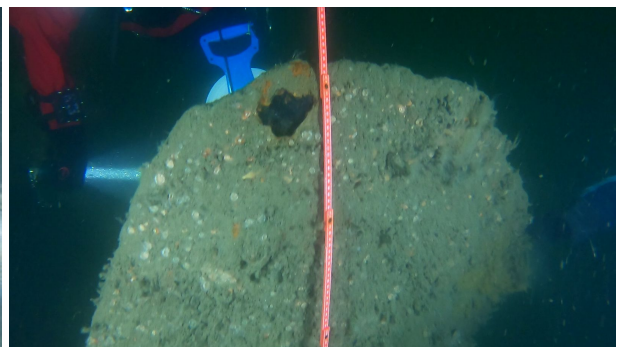
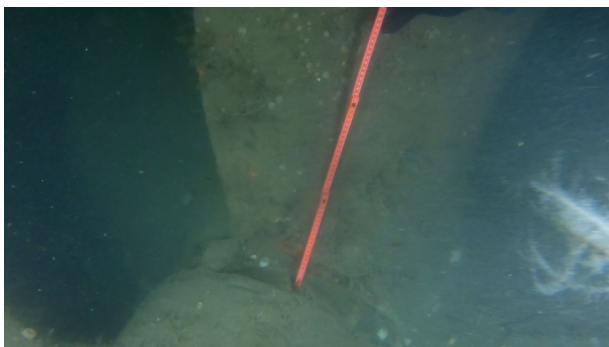
Anchor hawk



<https://youtu.be/lmUpj-r1QGE?t=1672>

At 76m

Propeller



<https://youtu.be/lmUpj-r1QGE?t=2698>

Four blades - each 1,8m

Cable

A large roll of cables was found in the rear hold - very close to the mast.

The cable consists of a single insulated copper conductor with a small copper width (1,5mm²), which is wrapped in jute.



The length is estimated at several kilometers.

<https://youtu.be/lmUpj-r1QGE?t=2914>

Window of a porthole



<https://youtu.be/lmUpj-r1QGE?t=2464>

There is the inscription "**1893**" and a serial number" on it

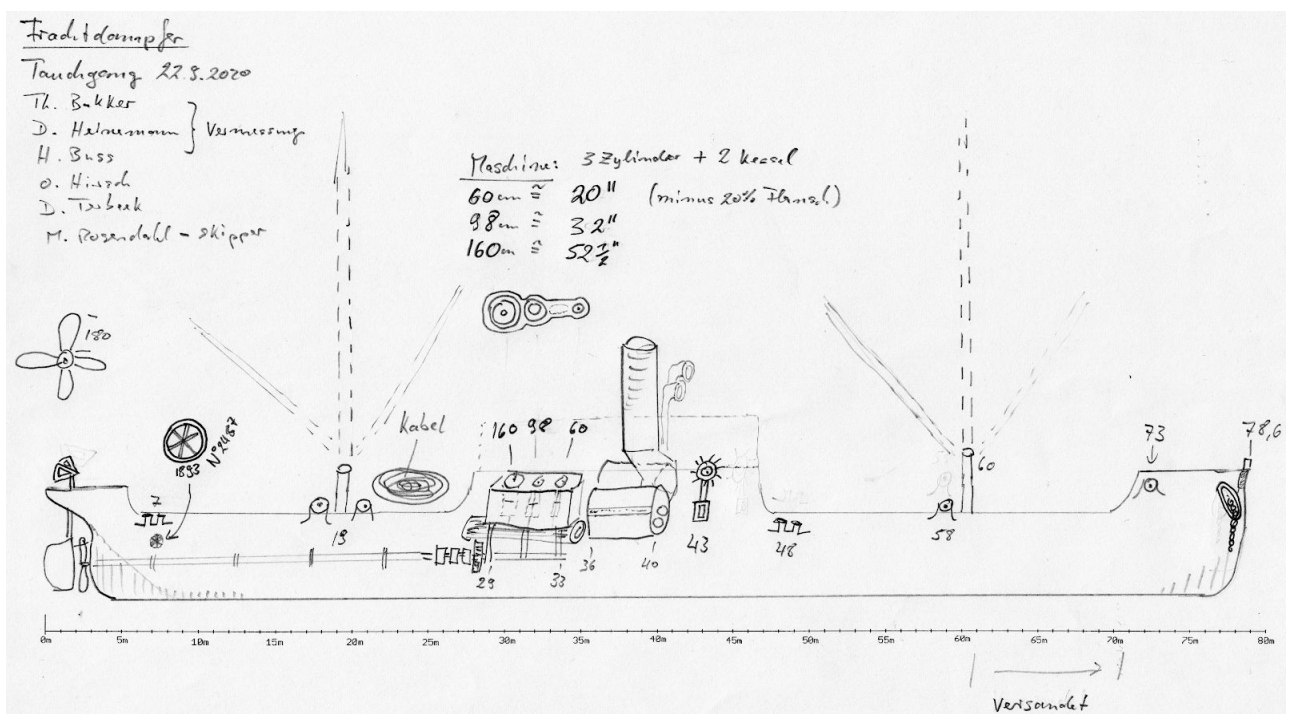
Identification of the Wreck

A plate of the ship's name or a bell wasn't found. The condition of the wreck is quite poor compared to wrecks that can be found in seas without current. So we have to compare all the information that can be acquired with the data of ships that are missed in this area of the north sea.

What we know about the Wreck

The main information are:

- position of the wreck
- size around 78m
- probably built around 1893
- it sunk before 2.11.1949
- size of the steam machine
 - Cylinder sizes around: 20" - 32" - 52,5"
 - most of the steamers had smaller machines like 16,5" - 26" - 42"
- position of the machine in the middle of the ship
- two masts at 19m and 60m
- Two boilers with 2*3 firing holes (furnicases) facing to the bow



Sketch by Holger Buss

Comparison with several ships

We collected data of 55 ships that sank in that area.

1892	78,5 x 11,3 x 5 m	20-32-53 K:Bug	15/05/1941 AN9584 Nördlich Norderney 54°00'N 07°16'O
1897	76,2 x 11,2 x 5,3 m	22 - 34 -58 K:Bug	24/11/1938 Borkum Foto
1906	74,9 x 11 x 5,9 m	19,7-32-51 K:Heck	28/01/1938 Vermisst 30sm W Borkum?
1903	79,5 x 11,8 x 5,2 m	19,7-32-54 K:Heck	26/07/1923 8sm östlich Ndy Feuerschiff (vermutlich im Trennungsgebiet)
1902	71,6 x 10,2 x 4,7 m	18-31-52 K:Bug	Umgebaut im Krieg Geschleppt von Superman -> GBR Fotos
1920	72,7 x 11,2 x 4,8 m	17,5-29-46 K:Bug	13/07/1944 Near Borkum
1904	72,9 x 10,9 x 4,6 m	16,5-26-42 K:Bug	29/03/1944 Luftkampf Borkum
1900	67,5 x 10,1 x 4,1 m	13,5-21-34 K:Heck	10/02/1938 Borkum/Norderney
1923	74,6 x 11,6 x -- m		1923 Tyne HH Kohle - kein Kabel
1913	67,8 x 10,1 x 4,4 m		Schiermonnikoog
1902	67,1 x 10,1 x 4,4 m		1909 England HH
1912	78,9 x 11,6 x -- m		1913 England Ostsee
1922	70 x 10,9 x -- m		1923 HH England
1890	79,6 x 11,3 x 5,5 m		1913 Nordsee
1909	73,2 x 10,4 x -- m		1915 Torpedo sunk in North Sea.
1907	71,6 x 10,2 x -- m		2.12.1909 Hull for Bremen with cargo of coal (kein Kabel) Zeitung
1890	70,1 x 9,9 x -- m	16-27-44 ebay	1898 she left Leith for Hamburg with a cargo of coal
1921	62,2 x 10 x 4,7 m	13-21-35	Cux Amsterdam mit Zellulose (Abert)
1884	82,9 x 11,8 x -- m	2 cly.	7.12.1909 Newcastle for Hamburg with a cargo of coal
1891	71,3 x 10,4 x 4,6 m	1 Boiler	1898 collision with(MARS) Brunsbüttel , Newcastle for Hamburg
1883	77,9 x 10 x -- m	2 Cyl 30-55	Shields HH Sturm
1878	76,2 x 10,3 x 7 m	2 Cyl 30-55	1897 England HH
1878	72,4 x 10,7 x -- m	2 Cyl 31-57	1913 England HH
1882	79,2 x 11 x 6,2 m	2 cyl.	1905 Brunsbü. Rotterdam
1890	53,37 x 7,84 x 3,8 m	2 cyl	1941 Norderney
1877	76,2 x 10 x 5,6 m	2 Cly.	Stettin Amsterdam
1890	53,37 x 7,84 x 3,8 m	2 Cyl	1941 nach Kollision bei Norderney
1915	36,82 x 6,89 x 3,06	3fE 336x510x820	25.6.1916 in Pos. 53.46 N 06.57nach Minentreffer gesunken (Abert)
1915	61,65-9,26-3,86m	3fE 360x550x910	1942 28.3.1942 auf Reise Emden - Esbjerg vor Juist gesunken (Abert)
1923	107,2 x 15,3 x 8,4 m	4 Cly	SS struck a mine and sank on May 4th, 1943, off Juist.
1912	43,1 x 8,44 x 3,26 m	2 Cly	1936 im schwerem Sturm 8 sm O Borkum Feuerschiff

Here a sample of ships that were examined:

Name	Built	Sizes	Machine	Boiler	Sank
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Lenna	1897	76,2 x 11,2 x 5,3 m	22 - 34 -58 K:Bug	1938 Borkum	Foto
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Here, the sizes, age and machine fit quite well. But there were survivors and eyewitnesses and it is sure that the ship sank at the Island Borkum.

Kej. Dagmar	1905	79,3 x 11,3 x 5,5 m	19,5-32-53	02/04/1944 (Borkum)
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Here, the sizes, age and machine fit quite well. But the position of wreck was known (Borkum) and it was removed later on.

R.Borchardt	1906	74,9 x 11 x 5,9 m	19,7-32-51 K:Heck	1938 Missing
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This was one of the favourites. Here, the sizes and machine fit quite well.

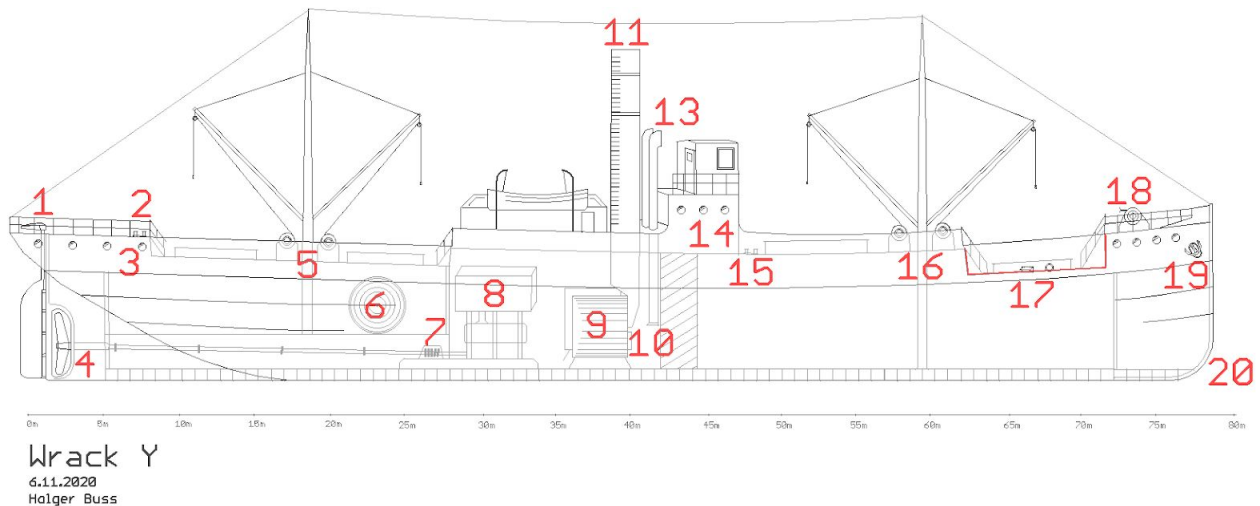
But after a while we found out that the boilers face to the stern and not to the bow.

Ossian (SE)	1892	78,5 x 11,3 x 5 m	20-32-53 K:Bug	1941 Norderney 54°N 07°16'O
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Here, the sizes, age and machine fit very well. The only problem was the coordinate of the position that was 20km north of the wreck. But then we found war diaries that describe the position of the attack of the convoi. And it turned out that it was quite close to the position of our wreck.

So we did further investigations and comparisons of the swedish steamer OSSIAN.

Comparison with SS Ossian



1. Rudder Quadrant is driven by a chain → unknown, at the Ossian
2. Position and shape of this bollard → **identical with the Ossian**
3. We found a window of a porthole. Material: Bronze. Inscription: "1893 N°2457"
→ **The ossian was built 1892** (the window might be installed or replaced after one year)
4. Propeller size: 1,8m each blade → unknown, at the Ossian
5. Two winches and a mast on this position → **identical with the Ossian**
6. Roll of cable - probably part of the cargo → unknown, at the Ossian
7. Position of the Thrust-bearing block of the propeller shaft → unknown, at the Ossian
8. Position of the machine and the sizes of the three cylinder covers
→ **identical with the Ossian**
9. Two Boilers → **identical with the Ossian**
10. Orientation of the boilers: Furnicases to the bow → **identical with the Ossian**
11. Position of the chimney (because they are straight above the firing holes of the boilers)
→ **identical with the Ossian**
12. Cellular double bottom → **identical with the Ossian**
13. Position of the air funnels were on the bow-side of the chimney
(because they are on the side of the firing holes) → **identical with the Ossian**
14. Position of the bridge (we found a part of the steering gear) → **identical with the Ossian**
15. Position and shape of this bollard → **identical with the Ossian**
16. Winch and a mast on this position → **identical with the Ossian**
17. The area of the wreck is completely silted up → **Ossian had a lowered deck in this area**
18. Anchor chain winch → **identical with the Ossian**
19. Position and shape of the anchor hawk → **identical with the Ossian**
20. length of the wreck is 78,6m → **identical with the Ossian**

The most important parameters for identification as SS Ossian are: 3, 5, 8, 10, 16, 17 and 20

SS Ossian

SS Ossian was a Swedish cargo ship that was torpedoed by Allied aircraft on 15 May 1941 off the German North Sea coast north of Norderney.

Attention: there are two ships with the name Ossian:

[Englisch 1919 73m](#)

[Schwedisch 1892 79m](#)

Ship's data

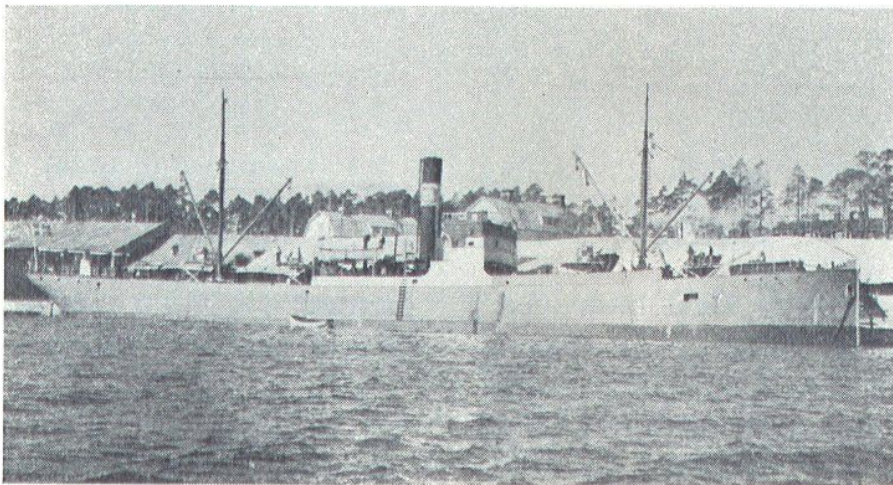
nationality: swedish
purpose: transport - cargo ship
launched: 15/03/1892 completed: 04/1892
tonnage: 1804 grt
dimensions: 78.50 x 11.26 x 4.92m other sources: 79.2 x 11.3 x 5m
material: steel
engine: 1 x 3-cyl. triple expansion steam engine, single shaft, 1 screw
3fE 508x825x1346/914 800 2 11,3 251 174 n.h.p.
speed: 8 knots
IMO/Off. no.: 5143
call sign: SFXK (since 1919) or JSBT (until 1919)
date lost: 15/05/1941 torpedo / Air raid WW2
casualties: 3
builder: Osbourne, Graham & Co. Ltd., North Hylton (Sunderland)
yard no.: 95
engine by: Clark George Ltd., Sunderland
last owner: [1] Börjesson Allan, Helsingborg (Rederi AB Alfa)
SS Ossian (+1941)
period 1919 ~ 1941
IMO/Off. no.: 5143
[2] Carlsson G. - Fornyade Angfartygs A/B Viking
(Rederiaktb Transatlantic), Göteborg (Gothenburg)
SS Valpen
period 1918 ~ 1919
IMO/Off. no.: 5143
[3] Wiens O.H., Malmö
SS Harald
period 1910 ~ 1918
IMO/Off. no.: 5143
[4] Petersen H. A., Flensburg
SS Brunsnis
period 1901 ~ 1910
[5] Gerolimich & Co - Nav. Gen. Austriaca
Ditta Eredi C. Cav. Gerolimich & Co., Lussinpiccolo
SS Mediterraneo
period 1892 ~ 1901

Sources: <http://sunderlandships.com/> <https://wrecksite.eu>

History

Ossian began his career as an Italian, after being built in 1892 at Osborne, Graham & co in Sunderland to shipowner Gerolimich in Lussinpiccolo and led for many years by Captain Catterinich. Under the Italian flag, the steamer used the name *Mediterraneo*. The ship later came into German ownership and was named *Brunsnis*. She was bought to Sweden in 1910 by shipowner OHWiens in Malmö and went for his shipping company AB Kronan under the name *Harald*. In 1918, Harald was sold to the shipping company AB Tertia in Gothenburg for SEK 2,200,000, where she was renamed to *VALPEN*, which shortly afterwards was sold to the shipping company AB Amaryllis in Helsingborg, where she got her last name *Ossian*. The steamer was then transferred to Rederi AB Alfa. In the winter of 1935, Ossian rescued four Estonian seal hunters, who in rough weather drifted around the Baltic Sea for six days without provisions. When anchored at Helters in December 1940, the anchor chain was broken and Ossian drifted down on the Dutch Red Cross ship ZRD III and got a large leak in the foreship. To avoid sinking, she had to be grounded. The following day, the ship was abandoned by the crew in hurricane-like weather. After about 14 days, Ossian was salvaged and taken to Amsterdam for repair. 1941 the Ossian was stuck in the ice at IJsselmeer, the Netherlands. Folks from Volendam walked out over the ice to take bread & other supplies to the ice-bound ship.

Ångfartyget Ossian av Hälsingborg



Ägare Rederi AB Alfa, Hälsingborg.

Byggt 1892 i Sunderland. 2.430 ton d. w.

Befälhavare N. A. Möller.

Flygtorpederat den 15 maj 1941 på tyska nordsjökusten.

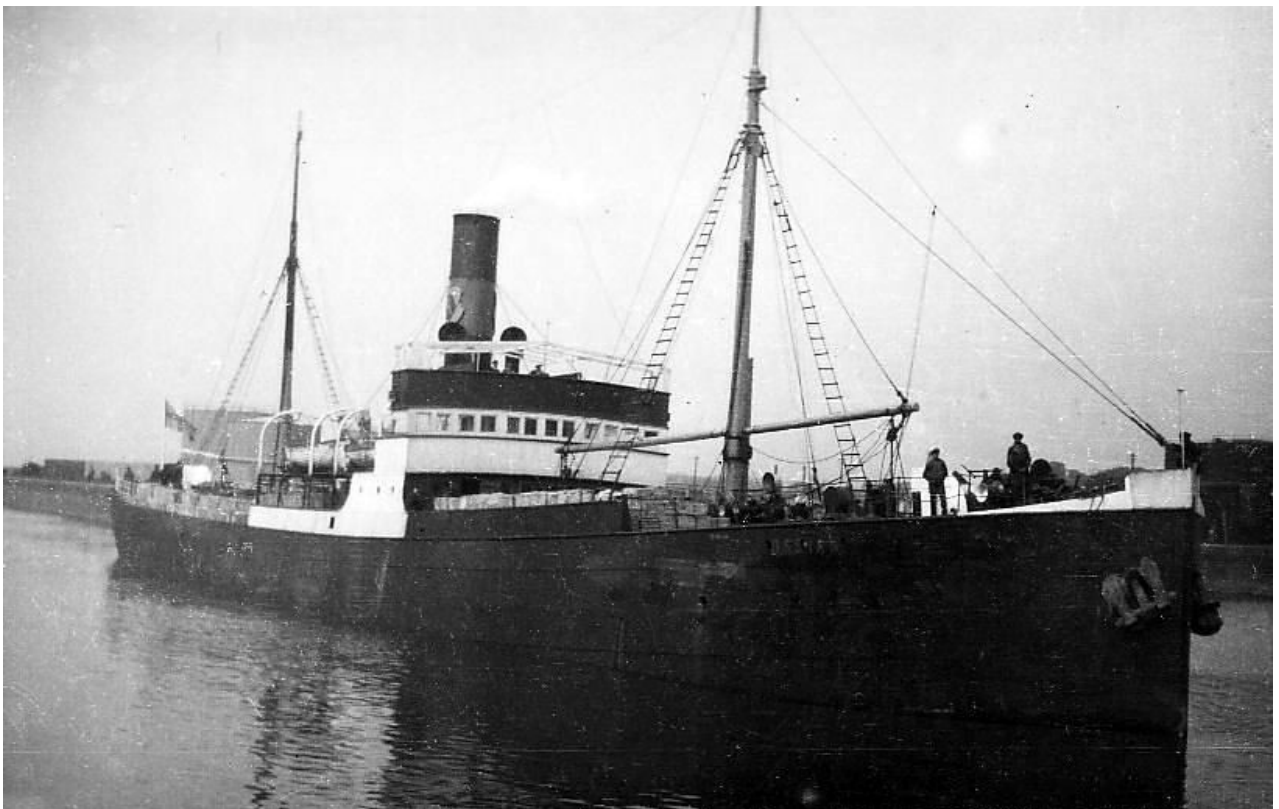
Omkomna: 3 man.

<http://www.searlecanada.org/sunderland/sunderland069.html#mediterraneo>

Historical Pictures



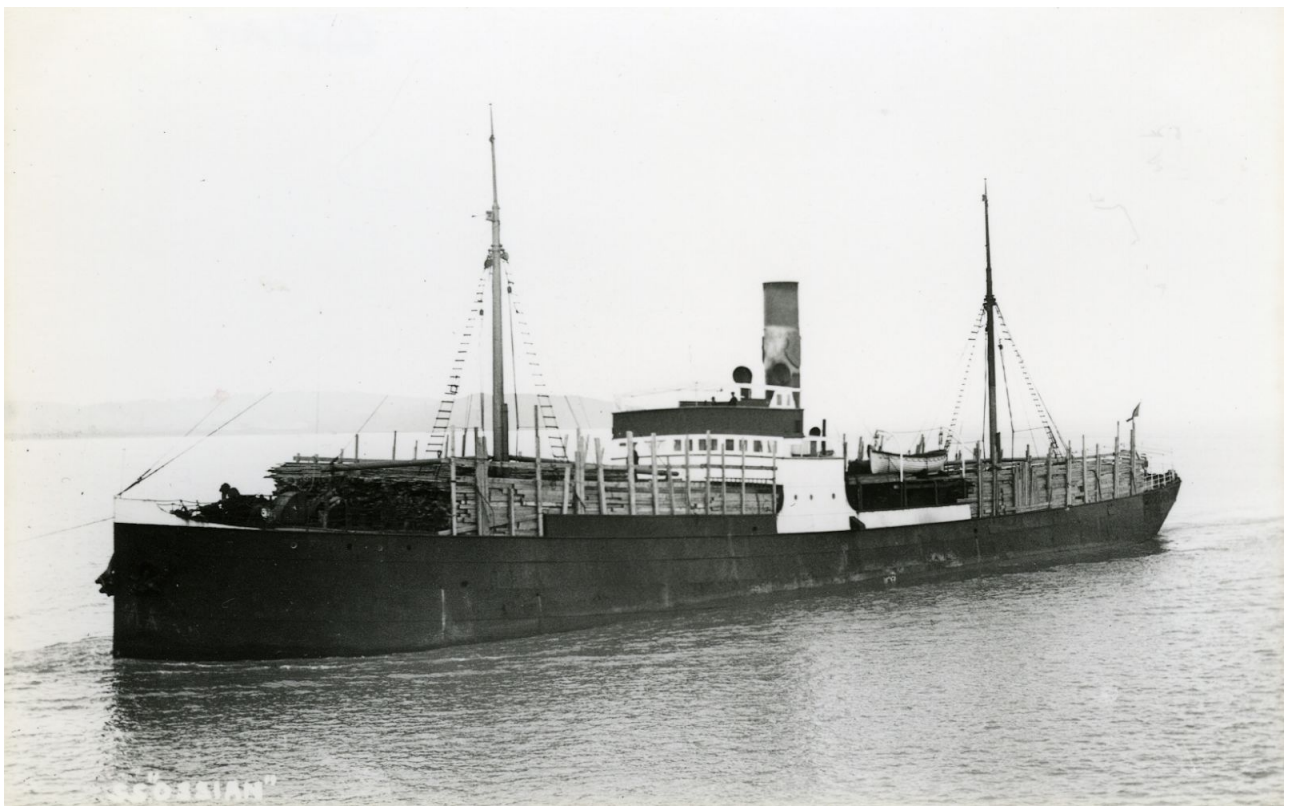
<https://digitaltmuseum.se/021015766713/agare-1921-41-rederi-ab-alfa-hemort-helsingborg>



<http://www.searlecanada.org/sunderland/sunderland069.html#mediterraneo>



<https://digitaltmuseum.se/021015745542/agare-1921-41-rederi-ab-alfa-hemort-helsingborg>



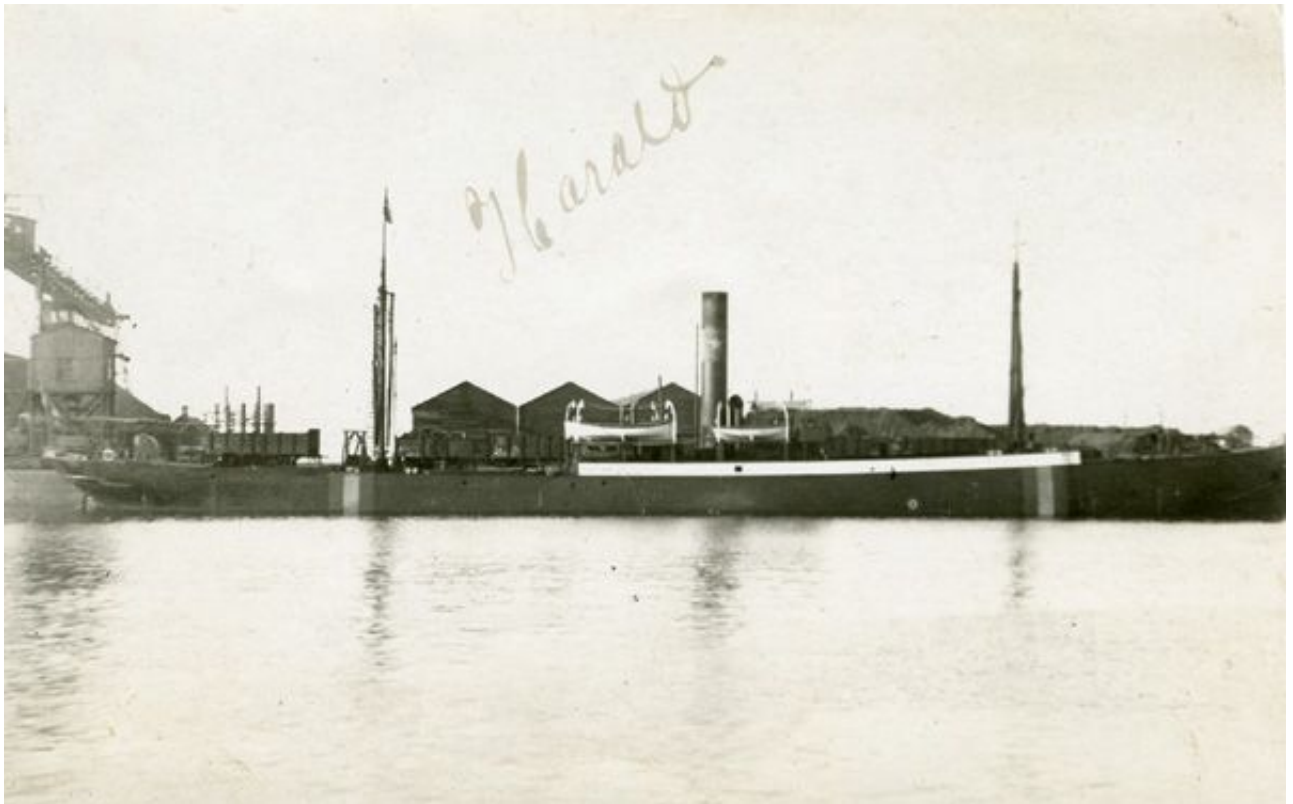
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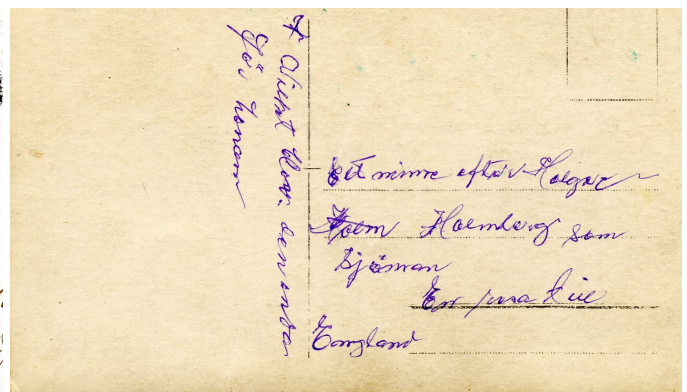
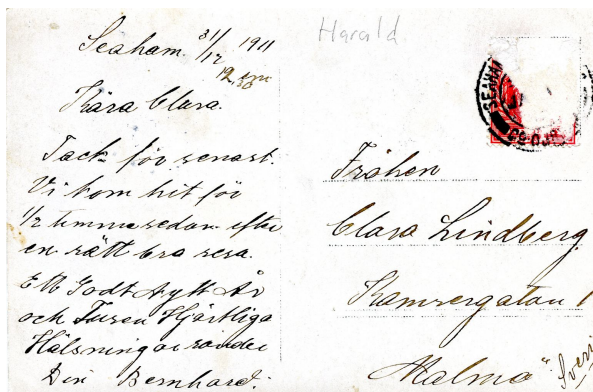


<https://digitaltmuseum.se/021015482428/fo170561ab>

SS Harald (1910-1918)

We found two postcards in a private collection of Mats Pilhem (kommandobryggan.se)





Miss
Clara Lindberg
Kamrergatan 16
Malmö

Seaham (*) 31.12.1911 12:30

Dear Clara
Thank you for last time.
We came here 1/2 hour ago after a pretty good trip.
Happy New Year and a thousand heartfelt greetings (unreadable)
Your Bernhard

(*) Seaham is UK, close to Sunderland, where this ship was built

Source: Private collection of Mats Pilhem

Brunsnis 1901 - 1910



Bunsnis: third from right Source: Stadtarchiv Flensburg



Source: Stadtarchiv Flensburg



Source: Stadtarchiv Flensburg

Funnel marking



<http://www.fanshop-online.de/fahnen-flaggen-infos/se~hf10.html>

<http://www.rederimarken.se/a.htm>

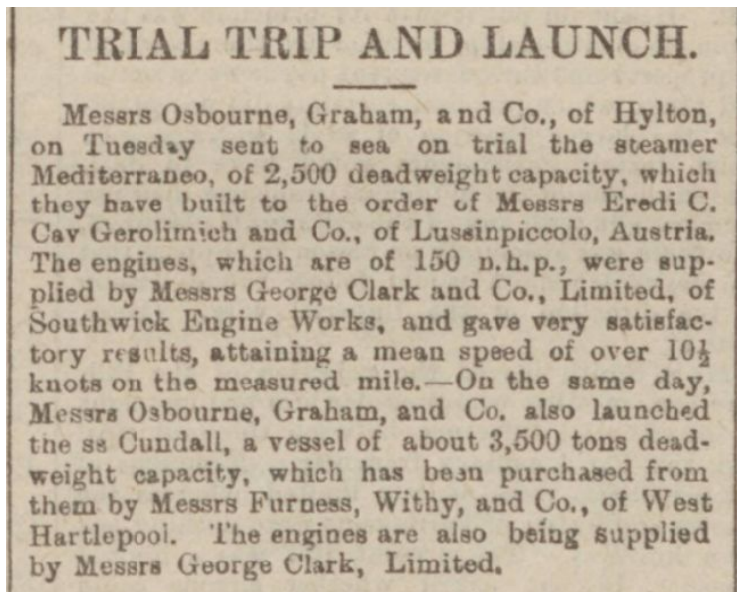
Machine Builder



<https://www.flickr.com/photos/137368687@N02/23928285985/in/album-72157662617108936/>

Sunderland Museum

Newspaper Report from the launch

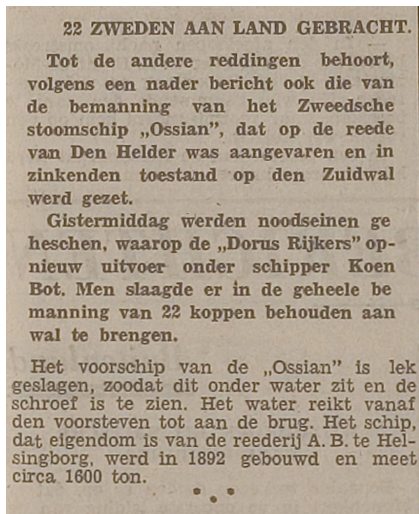


Sunderland Daily Echo and Shipping Gazette - Thursday 28 April 1892



Shields Daily Gazette - Wednesday 27 April 1892

In December 1940 the ship was seriously damaged in the netherlands



"22 SWEDEN TAKEN ON LAND. According to a further report, the other rescues also included that of the crew of the Swedish steamship 'Ossian', which had hit the Den Helder highway and was put on the Zuidwal in a sinking condition. 'Dorus Rijkers' on-new export under skipper Koen Bot. It was possible to safely land the entire crew of 22 heads. The bow of the 'Ossian' has been punctured, so that it is underwater and the propeller can be seen. The water reaches from the bow to the bridge. The ship, which is owned by the shipping company AB in Helsingborg, built in 1892 and measures approximately 1,600 tons."

["Leidsch Dagblatt 7.12.1940"](#)

After the damage was recorded in the port of Den Helder, it was decided to move the Ossian to Amsterdam with the help of 2 tugboats on New Year's night. The steamship no longer comes forward under its own power. The shipowner probably wanted to restore the ship in the port of Amsterdam. Another reason may be that the ship has brought cargoes to the port of Amsterdam several times and so there were various contacts here. No further reports or other archival material has (yet) been found about this.

After the damage was recorded in the port of Den Helder, it was decided to move the Ossian to Amsterdam with the help of 2 tugboats on New Year's night. The steamship no longer comes forward under its own power. The shipowner probably wanted to restore the ship in the port of Amsterdam. Another reason may be that the ship has brought cargoes to the port of Amsterdam several times and so there were various contacts here. No further reports or other archival material has (yet) been found about this.

The tugboat campaign was probably a risky undertaking because the weather reports turned to a wintry weather picture after the violent storm in December. According to a report in the Schager Courant⁵ the journey to Amsterdam was very difficult. In the evening the situation was still reasonable, but it was no longer possible to sail on New Year's Eve. At dawn it was hopeless. The S.S. Ossian stayed behind and the tugs continued their way to the port of Amsterdam. One of the crew went to the mayor of Edam to ask if anything could be done for the crew of the unfortunate S.S. Ossian.

[Source](#)

Captured in pack ice - Feb.1941



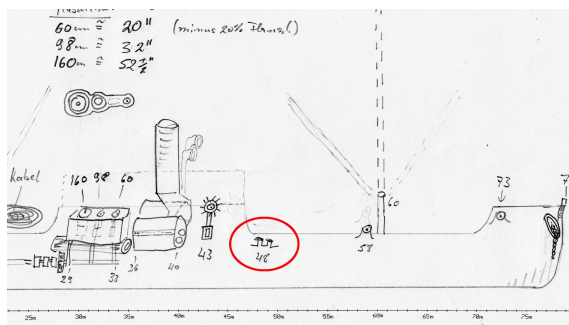
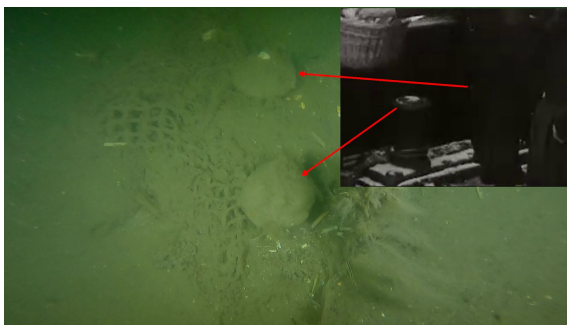
Source: Utrechts Volksblad; sociaal-democratisch blad – 4 januari 1941

The first report about the stranded S.S. Ossian appeared in the Utrechts Volksblad On Saturday, January 4, 1941, page 3 spoke about the Volendam ice runners. A group of Volendam men in special outfits had set up a risky expedition. Under harsh conditions, the men (with ice ax ahead), including compass, ropes and special ice lumps, walked 10 kilometers over the treacherous pack ice to provide the remaining Swedish crew members with bread, cheese, meat, milk and petroleum (see photo opposite). On Monday, January 6, various other Dutch newspapers also reported on this spectacular venture. The expedition was led by 55-year-old Hendrik Bootsman from Volendam. He is a master of the trade and an old fern companion

The S.S. Ossian has been in the pack ice of the Zuiderzee for a long time. How long the steamship has been in the ice off Volendam remains unknown. Regional newspapers have not written any report on the end of the S.S. Ossian in the pack ice. Quite remarkable, because the occasion has led to many reports. To the further sequel of the S.S. Ossian is still guessing. Was the steamship brought again by tugs to, for example, Amsterdam, where the owner may have had good (trade) contacts for a thorough repair? [Source](#)

Video from 1941





We can see the bollard that we found at 48m

Here the Video: [Link](#)

Translation of the Dutch speaker:

After a short prayer, a small expedition consisting of a few Volendam fishermen left Volendam to bring food to the Swedish steamship 'Ossian' that was frozen 9 kilometers off the coast on the IJsselmeer. This trip is not without danger, the snow can hide dangerous spots in the ice, so the leader of the expedition goes forward with an axe to explore the condition of the ice. The men have iron points in the clogs because otherwise walking on the ice would be impossible. Drifting ice barriers make the trip even more difficult. After three hours of hard work, the ship comes into view where the Volendammers and the food are received with great gratitude.

Sources:

https://wiki.beeldengeluid.nl/index.php/Een_expeditie_naar_de_Ossian

<https://www.graptolite.net/sweden/Ossian.html>

S/S ~~11~~ OSSIAN Flag SW
Owners
Registered BUREAU VERITAS Built 1892
Type G.T. 1564 N.T. 884 D.W. 2550
Speed 8 1/2 k ConsN: Coal
Oil
Armed D.G.
Length Beam
Draft: Loaded Light
Ship Warrant No.

Name of Vessel	Owner	Intermediate Movements	Card No.	Service
OSSAH	Bentley D.W. 256	Ward 12 K	1	
Yours 1909				
Brown 2 1/2 Nahoko	28/3	Pa 40000 27/3		
Brown 4 1/2 Sweden		Pa 40000 1/4		
Isaac 1 1/2 Japan	16/4			
Japan 2 1/2 1800		As 40000 24/6		
Herman 1 1/2 Japan	3/5			
Japan 3/5 Japan		As 40000 4/5		
Herman 4 1/2				
Japan 1 1/2	14/5			
Japan 4 1/2 1800	18/5			
Japan 2 1/2 1800	28/5			
Mutual 1/2 Ohio	6/6	Pa 40000 4/6		
Ohio 3/5 Japan	17/6			
Japan 1 1/2 1800				
Japan 1 1/2 1800				
Japan 3/5 1800				

[illegible]

Name of Ship	OSSIAN	Owners	G.T.	Card No.
Current Voyage & Cargo	Arred. at Destn.	Intermediate Movements	Anticipated Movements	Prospective Cargo
Year <i>Selvingborg</i> <i>Lynne</i> 23/12 <i>Halmstad</i>	23/12 4/1	At a Baltic port 5/4 Reached Helder alt ⁿ		
"1941." — Amsterdam		off Volendam alt 7	Vespaund + 25 became a war loss in North Sea (Broad sheet 20)	
			sunk by bombing 13sm near June May 44 (MWT Report Hamburg 15/8/45)	

(MWT Report Hamburg 15/8/45)" → 'ministry of war and transport'?

The faith - sinking in the second World War

Ossian was traveling from Oxelösund to Rotterdam and joined a westbound convoy in Cuxhaven with a cargo of 2498t iron ore. The Convoi consisted of five (or six) ships escorted by four outpost boats (Vorpostenboote).

At 15:00 - the time on 15 May 1941, eight torpedo-bearing aircraft were seen at a very low altitude across the starboard side at a distance of only 300-400 meters from the convoy. At the same moment, a torpedo track was observed from the bridge in the direction of Ossian's starboard side. A starboard rudder was ordered hard to avoid a torpedo hit if possible. However, the maneuver never started. Ossian was hit midships below the water surface by two torpedoes. At the same time, the steamer was hit by machine gun fire from the aircrafts. One of the torpedoes went straight through the ship's Swedish flag, which had the Swedish designation of neutrality. One hit the engine room, where the guard was killed in the explosion. Now the ship was in a sinking state, so both lifeboats were lowered and the survivors and the crew left the ship. Eight men on the port side and eight men and the German escort officer on the starboard side. In less than 10 minutes the ship broke in two and sank.

Ossian sank and the lifeboat crews were taken over by the German outpost ships which also rescued two men from the raft. These were the severely injured chief engineer and the carpenter. The survivors were brought to Cuxhaven and Bremerhaven. The injured were taken to hospital. The chief engineer Wedlin died in Wilhelmshaven two days after the torpedoing.

https://sv.wikipedia.org/wiki/S/S_Ossian

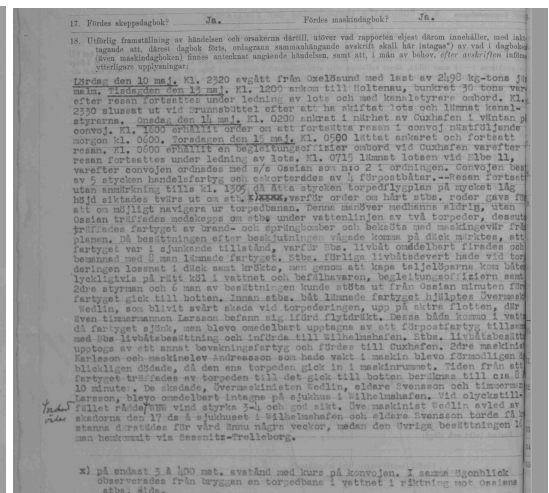
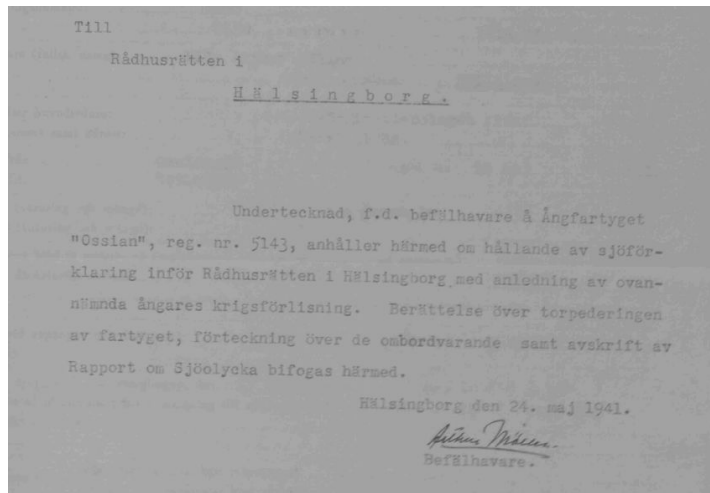
Fartyget befann sig på resa från Oxelösund till Rotterdam med last av järnmalm i tysk konvoj, då denna den 15 maj nära Norderney fyrskepp angreps av åtta flygplan på låg höjd. Trots undanmanövrer träffades fartyget midskepps av två torpeder jämte brand- och sprängbomber. Även maskingevärseld riktades mot fartyget från flygplanen. På mindre än 10 minuter bröts fartyget itu och sjönk. Andre maskinisten och en maskinelev som hade vakt i maskinen dödades, sannolikt ögonblickligen. De övriga togos ombord på tyska bevakningsfartyg och landsattes i Wilhelmshaven och Cuxhaven. Tre av de räddade däribland övermaskinisten voro skadade. Denne avled senare trots erhållen sjukhusvård.

Omkomna: 3 man av en bemanning på 20 man: Övermaskinisten Johan W. Wedlin, Göteborg, född 21/6 1878, 2:e maskinisten Johan H. Karlsson, Göteborg, född 1879, maskineleven Stig L. Andreasson, Göteborg, född 1923.

Book: [Svenska Handelsflottans Krigsförluster under det adra Världsriget](#)

“ The ship was on a journey from Oxelösund to Rotterdam with cargo iron ore in a German convoy, when on 15 May near the Norderney lightship was attacked by eight aircraft at low altitude. Despite evasive maneuvers, the ship was hit amidships of two torpedoes along with fire and explosive bombs. Machine gun fire was also directed at the ship from the aircraft. In less than 10 minutes the ship broke in two and sank. Second machinist and a machinist who had guard in the machine were killed, probably instantly. The others were taken on board on German patrol vessels and landed in Wilhelmshaven and Cuxhaven. Three of those rescued, including the chief engineer, were injured. This one died later despite receiving hospital care. “

Accident report City Hall Court in Helsingborg



“

To the City Hall Court in Hälsingborg.

Signed, f.d. commander of the steamship "Ossian", reg. no. 5143, hereby requests the issuance of a declaration of sea before the City Hall Court in Hälsingborg due to the above - mentioned steamers' war loss.

A report on the torpedoing of the ship, a list of those on board and a copy of the Report on a Marine Accident are attached.

Hälsingborg on 24 May 1941.

Signed: Arthur Möller

“

Diary

Saturday on May 10th. 23:20 departed from Oxelösund down load of 2490 kg-ton iron ore.

Tuesday May 13th. 12:00 arrived at Holtenau, bunkered 30 tons, after which the voyage continued under the guidance of pilots and with canal operators on board. 23:30 locked out at Brunsbüttel after changing pilots and leaving the canal guides.

Wednesday, May 14. 02:00 anchored near Cuxhafen while waiting for the convoy.

16:00 received an order to continue the journey in a convoy the next morning at 06:00.

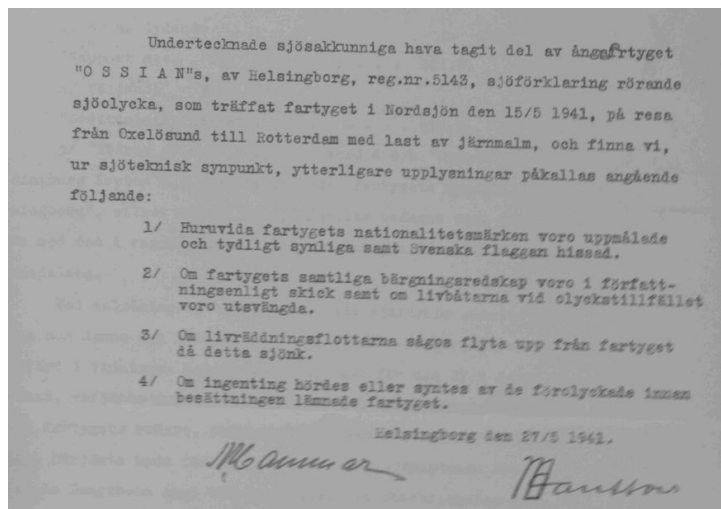
Thursday, May 15. At 5:00 lightened the anchor and continued the phase. 6:00 received an escort officer at Cuxhaven, after which the journey continued under the guidance of a pilot.

7:15 the pilot left at Elbe 11, after which the convoy was arranged with SS Ossian as No. 2 in the order. The convoy consisted of 5 merchant ships and was escorted by 4 outpost boats. The journey continued without remark until 13:05 when eight torpedo planes at very low altitudes were aimed across the std. only 300 to 400 met. distance with course on the convoy. At the same moment, a torpedo track was observed in the water from the bridge in the direction of Ossian's stbs. side, why order hard stbs. rudders were given to navigate out of the torpedo track if possible. This maneuver was never carried out, but Ossian was hit on the stbs side below the waterline by two torpedoes, in addition the ship was hit by fire and explosive bombs and bombarded with machine guns from the plane. When the crew got back on deck after the attack, it was noticed that the ship was in a sinking state, so bds. lifeboat was immediately lowered and manned by 8 men left the ship. The Stbs. lifeboat deversa had loosened in the deck during the torpedoing and curved,

but by hijacking the hoist runners, the mustache fortunately got on the right keel in the water and the master, the escort officer and the 2nd mate and 6 men of the crew were able to eject from Ossian the minute before the ship sank. Before stbs. Boat left the ship was helped engineer Wedlin, who was seriously injured during the torpedoing, up on the aft raft, where the carpenter Larsson was also wearing a life jacket. These two came under water when the ship sank, but were immediately taken up by an outpost ship together with bdds lifeboat crew and brought to Wilhelmshaven. Stb's lifeboat crew was taken by another patrol vessel and taken to Cuxhafen. 2nd machinist Karlsson and machinist Andreasson, who had a guard in the machine, were presumably blindfolded when one of the torpedoes entered the engine room. The time from when the ship was hit by the torpedo until it went to the bottom is estimated at about 8-10 minutes. The Chief Engineer Wedlin, elder Svensson and carpenter Larsson, were immediately admitted to hospital in Wilhelmshaven. At the time of the accident, WNW wind was strong 3-4 and good sight. Chief engineer Wedlin died of the injuries on the 17th in the hospital in Wilhelmshaven and Svensson should probably stay there for a few more weeks, while the rest of the crew of 16 men returned home via Sassnitz-Trelleborg.

The ship had at the torpedoing been at latitude north 54 degrees 0 minutes and longitude east 7 degrees 16.5 minutes. When the torpedoing occurred, Möller had been in the aft saloon, so Möller did not observe the torpedo track or the aircraft before the torpedoing.

Letter from the City Hall Court to the ship's owner:



The undersigned sea experts have taken note of the steamship Ossians, from Helsingborg, reg. No. 5143, sea declaration concerning a sea accident, which hit the ship in the North Sea on 15/5 1941, on a voyage from Oxelösund to Rotterdam with a load of iron ore, and we find, from sea technology point of view, further information is required regarding the following:

1. Whether the ship's nationality marks were painted and clearly visible and the Swedish flag hoisted.
2. If all the ship's salvage gear were in accordance with the constitution, the lifeboats were white when the accident occurred.
3. If the lifeguards were seen floating up from the ship then it sank.
4. If nothing was heard or seen by the victims before the crew left the ship.

Answer from the ship's owner:

The usual nationality marks had been painted on the sides of the ship, and the Swedish flag had been painted on the fourth cargo hatch. The ship had also carried the Swedish flag. The ship's salvage equipment had been in constitutional condition, and the lifeboats had been swung out. The aft life raft had floated up when the ship sank, while the front raft had exploded during the torpedoing. Möller had neither seen nor heard the victims after the torpedoing.

Vedlin had been on guard duty. The diaries had accompanied the ship, when this sank.

Following the presentation of the above mentioned report to the present crew, they confirmed at various hearings the accuracy of the information contained therein, as well as the master's oral addition, in so far as it concerned matters of which they could be aware, in addition to:

Lundgren stated: Enn would be the son of sea captain Lundgren, who would be a partner in Rederiaktiebolaget Alfa. Lundgren did not know how much shareholding the father owned.

The shipping company's managing director would be the shipowner Allan Börjesson here in the city. Lundgren, who was staying on the bridge at the time, had observed both the torpedo track and the aircraft. The rudder had been laid hard starboard, but this rudder maneuver had not had time to affect the ship's course before the torpedoes hit the ship. Lundgren had, after all, with the steward Gustav Lennart Möller after the torpedoing had been down in the engine room to search for the injured engineers.

The sum of the machines, however, had been water-filled, and they had not been able to leave any traces of the victims. Selia testified: He had been at the helm at the time. The reed side had been covered, which is why Sedlin had not seen the torpedoes before the torpedoing.

Hereafter figo Landgren and Selin, against whom no dispute

Crew

1	Nils Malm	20/9	Befälhavare	Kristianstads län	12/7/1981
2	Einar Edmund Martinsson	10/7/1908	1:e Styrman	Kristianstads län	
3	Hans Arnold Börje Lundgren	30/11/1918	2:e Styrman	Helsingborg	26.05.95 USA
4	Johan Wilhelm Wedlin	21/6/1878	Övermask.	Göteborg	17.05.1941
5	Johan Hilmer Carlsson	10/10/1879	2:e mask.	Göteborg	15.05.1941 Sea
6	Gösta Erik Larsson	18/1/1907	Timmerman	Jämtlands län	
7	Vilhelm Alfred Nyström	14/3/1893	Matros	Gotlands län	5.5.63 Stockhlm
8	Karl Emil Starkenberg	17/4/1898	Matros	Motala	13.1.53 Gotland
9	Edward Selin	10/8/1913	Lättmatros	V-norrlands län	25.5.04 Bergby
10	Klas Rune Hägglund	26/12/1915	Jungman	V-norrlands län	
11	Allan Erik Fredin	21/1/1917	Jungman	Vänersborg	15.04.43 Stockh.
12	Jöns Albert Andersson	(15)5/7/1900	Donkeyman	Härnösand	21.11.1973
13	Nils Malm	18/5/1913	Eldare	Kristianslads län	6.10.87 Hägers.
14	Erik Dahl	31/1/1905	Eldare	Blekinge län	
15	Stig Lennart Andreasson	30/1/1923	Maskinelev	Göteborg	22.04.2002
16	Gustav W. Nordström	16/3/1907	Eldare	Malmöhus län	
17	Per Gustav Alexandersson	18/11/1921	Lämpare	Göteborg	15.05.1941 Sea
18	Stig Lennart Andreasson	30/1/1923	Maskinelev	Göteborg	
19	Gustav Lennart Möller	25/8/1911	Steward	Kristianstads län	
20	Nils Hjalmar Nilsson	29/5/1896	Kock	Stockholm	
21	Roland Erik Johansson	01/6/1921	Mässuppassare	Göteborg	

Source: landsarkivet.lla@riksarkivet.se

Name	Born.	Staff	City	Died
Nils Arthur Möller	20.09.1902	Befälhavare	Kristianstads län	12.07.1981
Einar Edmund Martinsson	10.07.1908	1:e Styrman	Kristianstads län	
Hans Arnold Börje Lundgren	30.11.1918	2:e Styrman	Helsingborg	26.05.95 USA
Johan Wilhelm Wedlin	21.06.1878	Övermask.	Göteborg	17.05.1941
Johan Hilmer Carlsson	10.10.1879	2:e mask.	Göteborg	15.05.1941 Sea
Gösta Erik Larsson	18.01.1907	Timmerman	Jämtlands län	
Vilhelm Alfred Nyström	14.03.1893	Matros	Gotlands län	5.5.63 Stockhlm
Karl Emil Starkenberg	17.04.1898	Matros	Motala	13.1.53 Gotland
Edward Selin	10.08.1913	Lättmatros	V-norrlands län	25.5.04 Bergby
Klas Rune Hägglund	26.12.1915	Jungman	V-norrlands län	
Allan Erik Fredin	21.01.1917	Jungman	Vänersborg	15.04.43 Stockh.
Jöns Albert Andersson	(15)5.07.1900	Donkeyman	Härnösand	21.11.1973
Nils Malm	18.05.1913	Eldare	Kristianslads län	6.10.87 Hägers.
Josef Henning Svensson	14.02.1905	Eldare	Blekinge län	
Gustav W. Nordström	16.03.1907	Eldare	Malmöhus län	
Per Gustav Alexandersson	18.11.1921	Lämpare	Göteborg	22.04.2002
Stig Lennart Andreasson	30.01.1923	Maskinelev	Göteborg	15.05.1941 Sea
Gustav Lennart Möller	25.08.1911	Steward	Kristianstads län	
Nils Hjalmar Nilsson	29.05.1896	Kock	Stockholm	
Roland Erik Johansson	01.06.1921	Mässuppassare	Göteborg	

Victims

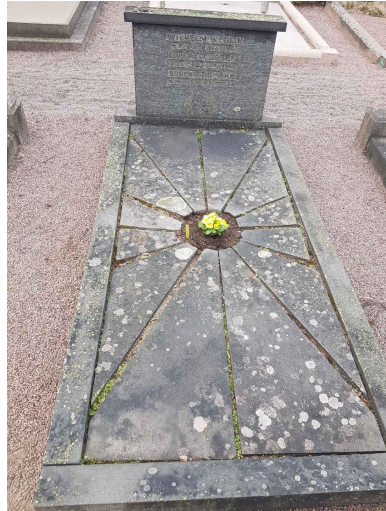
3 men out of a crew of 20 men:

- chief engineer Johan Wilhelm Wedlin, Gothenburg, born 21.6.1878 +17.05.1941
- 2nd engineer Johan Hilmer Carlsson, Gothenburg, born 10.10.1879
- mechanical student Stig Lennart Andreasson, Gothenburg, born 30.01.1923

Ship Owner

Allan Osborn Börjesson * 21.2.1910 Tölö, Halland - 2000(?) Göteborg

His father, the pre-owner of the ship, was Frans Oscar Börjesson 16.10.1878 - 15.12.1962

Johan Wilhelm Wedlin

picture:Folke Wedlin - relative to wilhelm

Chief engineer Johan Wilhelm Wedlin was born 21.6.1878 in Gothenburg. He was in the machine room during the attack and became seriously injured and burned. He died two days later on the sickbed on 17.05.1941. He was married to Serafa Wedlin. They had a son Stig-Åke (died at the age of 12), and a daughter Elsa - she didn't have children.

Gustav Alexandersson

Around 1954



Gustav and daughter Eva

Annelie Alexandersson, the niece of Gustav Alexandersson wrote:

Hi Holger,

Nice to hear from you. Gustav is/was my uncle. He survived.

*He has a daughter (Eva *1951) and she is sending her best regards and a big thank you!!*

Her father didn't tell so much about it under her upbringing he didn't want to talk about it, she guesses. But she do remember him telling that a man () became so burned all over, and when he was about to be rescued the man said: Let me be in the water, don't rescue me.*

It must be a horrible experience!!

I will look in my storage after a picture of him.

Best regards

Annelie

(*) This was Johan Wilhelm Wedlin

Nils Malm

Nils Malm

Source: ancestry.ca

Captain Nils Arthur Möller

tombstone of Captain Möller

Nils Arthur Möller was born 20.09.1902 at Befälhavare Kristianstads län and died 12.07.81. He was married with Anna Ingeborg Möller (född Persson) 1910 - 2005

Shipping company AB Alfa and Lundgren & Börjesson

The shipping companies Atos + Alfa (Börjesson) and Sigyn + Skane (Lundgren) worked under the collective name Lundgren & Börjesson. The company's vessels were bulk carriers, which mainly carried coal, phosphate and malmlaster, m.a: o. low-value goods. The average age of the ships was high. The shipping company received delivery of two newly built vessels and rejuvenated its fleet. Very due to the two newbuildings, the company ran into financial difficulties due to high interest costs for ships, and the poor freight on the treadmill market in the early 1960s also became very important. Some of the company's ships participated as blockade breakers in Cuba in 1962 and were therefore blocked in some countries. To what extent this affected the result is difficult to say. At the beginning of 1963, the company owned ten vessels, the year then nothing. The company ceased operations and most of the company's vessels were sold to Panama and Greece.

[Source](#)

Company name: Rederi-AB Alfa
Postal address: Hälsingborg
Board members: Börjesson, Allan, Dir.
Bengtson, Aug., Landowner
Lundgren, H, Captain
Hoff, V, Jeweler
Eriksson, NM, Builder

[Source](#)

Insurance company



<https://sv.wikipedia.org/wiki/Trygg-Hansa>

Insurance value of the ship: kasko 425,000 kr
insurance company: Försäkringsaktiebolaget Fylgia

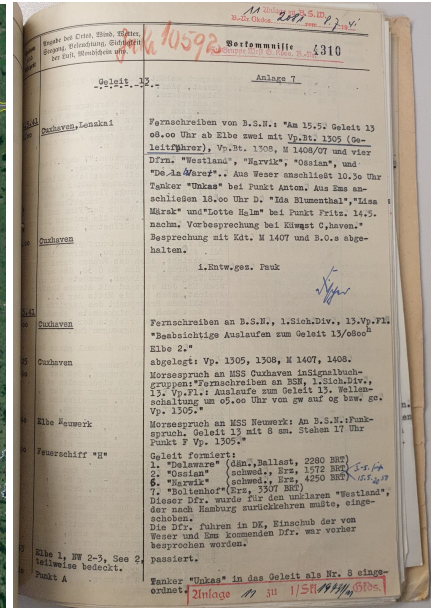
Ångfartyget »Ossian», sänkt av flyg den 15 maj 1941 i Nordsjön.
Reg.nr 5143; byggt år 1892 av stål; tontal: brutto- 1796, netto- 1300;
ägare: Red.AB Alfa; hemort: Hälsingborg; försäkringsvärde: kasko kr 425 000.

Source: Rolf Vallerö: [Svenska Handelsflottans Krigsförlusta under det andra världskriget](#)

The attack on 15 may 1941

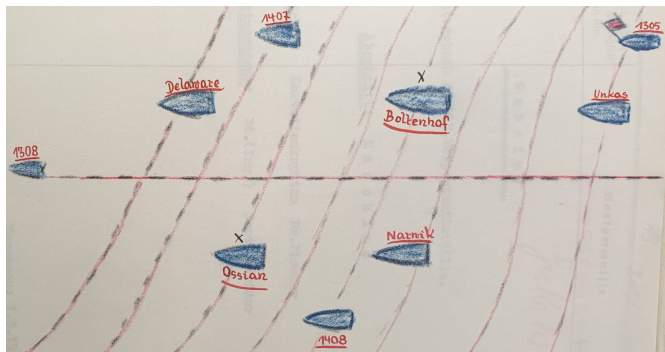
The Convoy

The destination was the German-occupied Rotterdam (Netherlands).

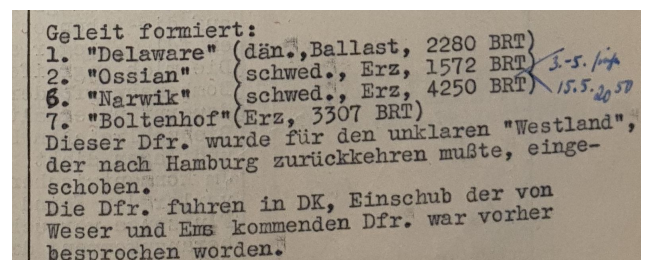


1. collection point 15.05.1941 8:00
2. Three ships were expected to join at 18:00
 - SS Ida Blumenthal
 - SS Lotte Halm
 - SS Lisa Maersk
3. Destination

Formation:

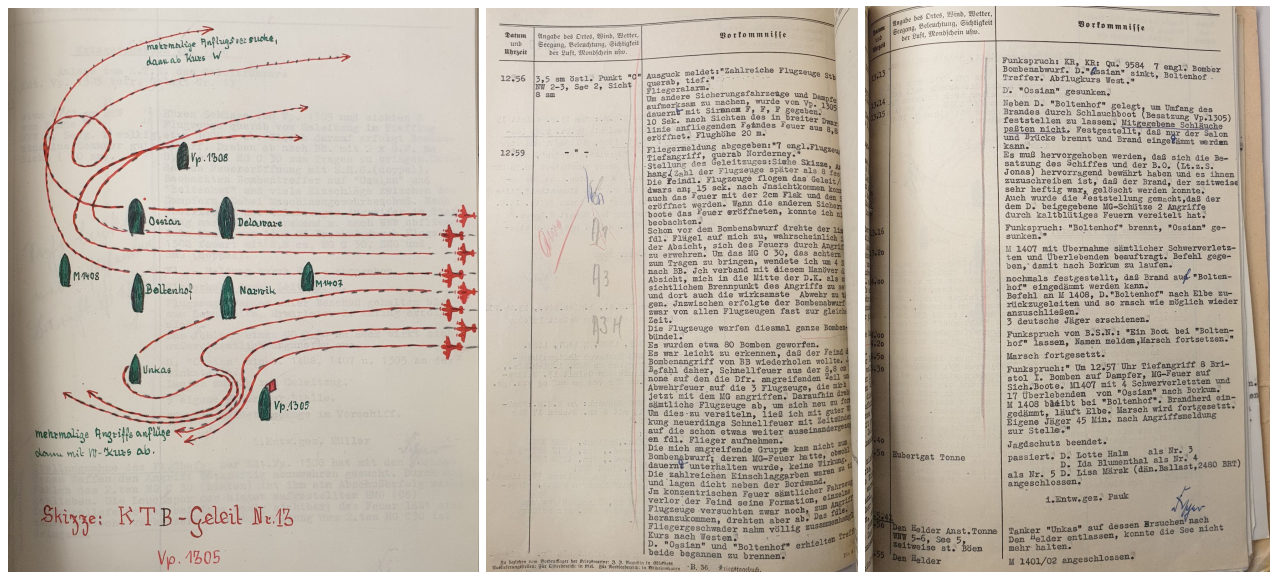


V1308	Escort ship - leader of the convoy
Delaware	Danish - 2280 BRT - ballast
Ossian	Swedish - iron ore - 1572 BRT
M1407	Minesweeper - escort
M1408	Minesweeper - escort
Boltenhof	German - Iron ore - 3307 BRT
Unkas	German - Tank ship
V1305	Escort ship



Source: war diaries of 13.Vorpostenflottille

Attack at 12:56



Source: War diaries 13. Vorpostenflotille (Military archive Freiburg)

RM 72/143 Bd. 1 / 3 1. Jan. - 31. Mai 1941

15.05.1941 Position: 3.5 nautical miles east of point "C"

Wind: NW 2-3, Waves: 2, visibility 8 miles

12:56 Lookout reports: "Numerous planes starboard abeam, deep.

Air raid attack!

In order to draw the attention of other escort ships and steamers, V1305 continued to give F, F, F sirens. 10 seconds after sighting the enemy, fire from an 8.8 cannon opened. Flight altitude 20 m.

12:59 Telegraph: "7 English aircrafts. Deep attack, abeam Norderney."

(Number of planes determined later than 8)

Formation of the convoy: See sketch

The enemy planes flew dwars to the escort;

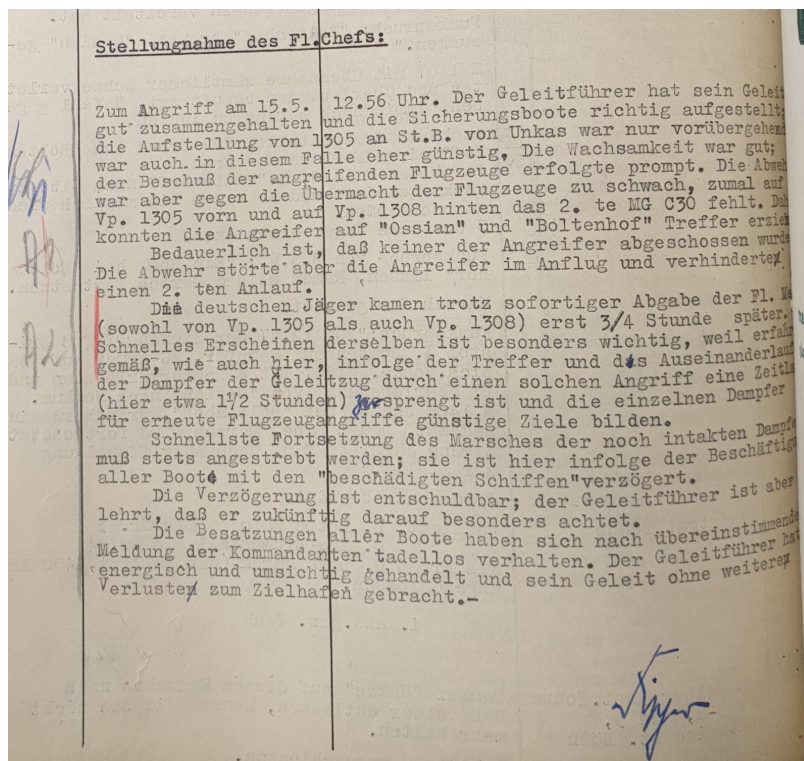
15 seconds after getting into view it was also possible to open fire with the 2cm flak. The enemy wing turned towards me, probably with the intention of defending itself against attacking. In order to bring the MG C 30, which was standing aft, I turned to port. My intention was to get into the middle of the convoy as the obvious focal point of the attack and to implement the most effective defense there. In the meantime, all planes were bombing almost at the same time. This time the planes dropped entire bundles of bombs. About 80 bombs were dropped. It was easy to see that the enemy wanted to repeat the bombing attack from the port side, so I ordered rapid fire from the 8.8 cannons. Then all the planes turned to regroup. In order to prevent this, I ordered rapid fire with a time-delay projectile on the enemy planes, which were already a little further. The group attacking me did not have a chance for bombing. Their continuous machine-gun fire had no effect. The numerous impacts were too deep and lay close to the ship's side.

In the concentric fire the enemy lost its formation. Individual aircraft tried to approach the attack, but turned away. The enemy air squadron headed west, completely incoherently. D. "Ossian" and "Boltenhof" received hits and started to burn.

13:13 Radio message: "KR, KR: Qu. 9584 7 English bombers drop bombs D. Ossian sinks, Boltenhof hit. Departure course west."

13:14 Radio message: "Ossian" sunk.

- 13:15 Got next to D. "Boltenhof" so to take over a crew from V1305 for a fire extinguishing. The hoses provided did not fit. It was determined that only the saloon and the bridge were on fire and that fire could be extinguished.
- 13:16 Radio message: "Boltenhof" is burning, "Ossian" is down.
- 13:20 M1407 tasked with taking over all seriously injured and survivors. Order given to continue to Borkum.
- 14:00 Orders to M1408: "Boltenhof" to be directed back to Elbe and to come back as quickly as possible.
- 14:00 Three German air hunters appeared.
- 14:20 Radio message from B.S.N.: "Leave a ship at 'Boltenhof', report the name, continue the route"
- 14:50 march continued.
- 15:30 Radio message: "At 12:57 am, low-level attack 8 Bristol I. Bombs on steamers, machine gun fire on escort ships. M1407 with 4 seriously injured and 17 survivors from 'Ossian' to Borkum. M1408 stays at 'Boltenhof'. Own hunter planes on the spot 45 minutes after the attack was reported
- 15:40 Air hunting protection finished



30.6.1941 1. Sicherungsdivision to 13. Vorpostenflotille:

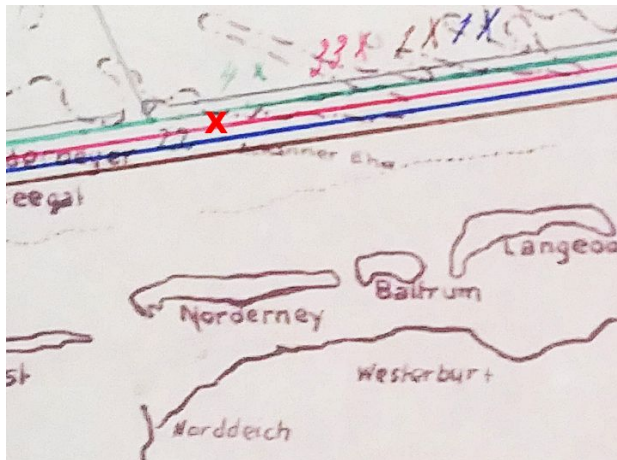
Der Stellungnahme des Flottillenchefs wird beigetreten. Es wäre wünschenswert gewesen, wenn über die Massnahmen bei Rettung der Ossianbesatzung Näheres gesagt worden wäre. Das Sinken des Dampfers ist in der Gefechtsdarstellung, die sonst ein anschauliches Bild gibt, nur kurz gestreift worden.

The opinion of the flotilla chef is approved. It would have been desirable if more details had been given about the actions taken to save the Ossian crew. The sinking of the steamer is only touched on briefly in the battle representation.

War diaries Deutsche Bucht

Datum und Uhrzeit	Angabe des Ortes, Wind, Wetter, Seegang, Beleuchtung, Sichtigkeit der Luft, Mondschein usw.	Vorkommnisse
noch 15.5.41 19.45		Fernschreiben 9956/41 von Skl.: 1.) Es wird bestätigt, daß K.Kapt. König V.O. der Gruppe Nord ist. 2.) und 3.) pp. (vgl. KTB 14.5. 18.50).
20.00		Aus den Lagemeldungen: B.S.N.: 13.25 Qu.9584 Bombenangriff 7 englischer Bomben auf Geleit; Treffer auf Dampfer "Ossian", Schiff gesunken; Treffer auf Dampfer "Boltenhof", Schiff beschädigt, wird Elbe geleitet. Die Position liegt auf Weg Rot nördlich Norderney.

"13:25 Qu.9584 Bomb attack by 7 British bombers while escorting. Hit on steamer 'Ossian'. Ship sunk. Hit on Steamer 'Boltenhof', ship damaged, guided into the Elbe. The Position lies on 'Way Red' north Norderney."



Colours of the traveling routes

Datum und Uhrzeit	Angabe des Ortes, Wind, Wetter, Seegang, Beleuchtung, Sichtigkeit der Luft, Mondschein usw.	Vorkommnisse
15.5.	Wind: NW. Stärke: 1 Bedeckung: 3/10 Wolkenhöhe: 800 m Sicht: 20 km Temperatur: + 3°	Lagebericht von 15.5.41 1800 Uhr: Abschnitt W'haven: Ab 0900 Uhr bis 1350 Uhr überflogen zahlreiche Ballone mit vermutlich feindlichen Propagandamaterial die Deutsche Bucht in östlicher und nordöstlicher Richtung. 1310 Uhr Tiefangriff und Bombenangriff nördlich Juist. Ein Dampfer "Ossian" gesunken. 4 Schwerverletzte 17 Überlebende gerettet. Dampfer "Boltenhof" brennend Brand eingedämmt, setzt Marsch Elbe fort. Die übrigen Abschnitte: Keine besonderen Ereignisse. Ballonsperren: W'haven und Roden: Tagüber verankert. Ab 0030 Uhr auf Kriegshöhe. Hafenschutzflottillen: 2., 4., 6., 8., 10. Vorposten-, Minen- und Geleitsdienst, sowie Flakschutz nach Plan.

Source: Kriegstagebuch Deutsche Bucht

Report from May 15, 1941 6:00 p.m. Section Wilhelmshaven:

From 9:00 am to 1:50 pm, numerous balloons with presumably enemy propaganda material fly over the German Bight in a westerly and northerly direction. 13:10 Deep attack and bombing north

of Juist. A steamer 'Ossian' sank. 4 seriously injured 17 survivors rescued. Steamer 'Boltenhof' burning. Fire extinguished, continuing to the Elbe.

N o r d s e e :

1300 Uhr Bombenangriff in Qu. 9584 AN auf ein nach Westen laufendes Geleit durch 7 Feindflugzeuge. Dampfer "Ossian" gesunken, Dampfer "Boltenhof" in Brand geworfen, Brandherd eingedämmt. (siehe Meldung 1953).

Ergebnis Aufklärung mittl. Nordsee: An der Westseite des eigenen Warnggebietes aufgetauchtes U-Boot Kurs Nord, hohe Fahrt, mit 2 SG 250 angegriffen. U-Boot tauchte sofort weg, Bombeneinschläge 10 m hinter tauchenden Turm.

13:00 Bomb attack in 9584 on a convoy going west by 7 enemy planes. Steamer Ossian sunk. Steamer 'Boltenhof' on fire.

N o r d s e e :

Keine besonderen Ereignisse. Luftaufklärung ohne Ergebnis.

BSN meldet, daß der schwedische Dampfer "Ossian" nach dem vorliegenden Untersuchungsergebnis einwandfrei von Torpedo getroffen ist. Es handelt sich damit um den ersten seit 6 Wochen wieder erfolgten Flugzeug-torpedoabwurf. Schwedische Besatzung nach Luftangriff

völlig kopflos. BSN glaubt, daß schwedische Schifffahrt bald versagen wird, wenn Bewaffnung fremder Dampfer nicht unverzüglich in Angriff genommen wird. Er bittet um beschleunigte Zurverfügungstellung von Sperrballonen für weitere Versuche im Geleitsdienst.

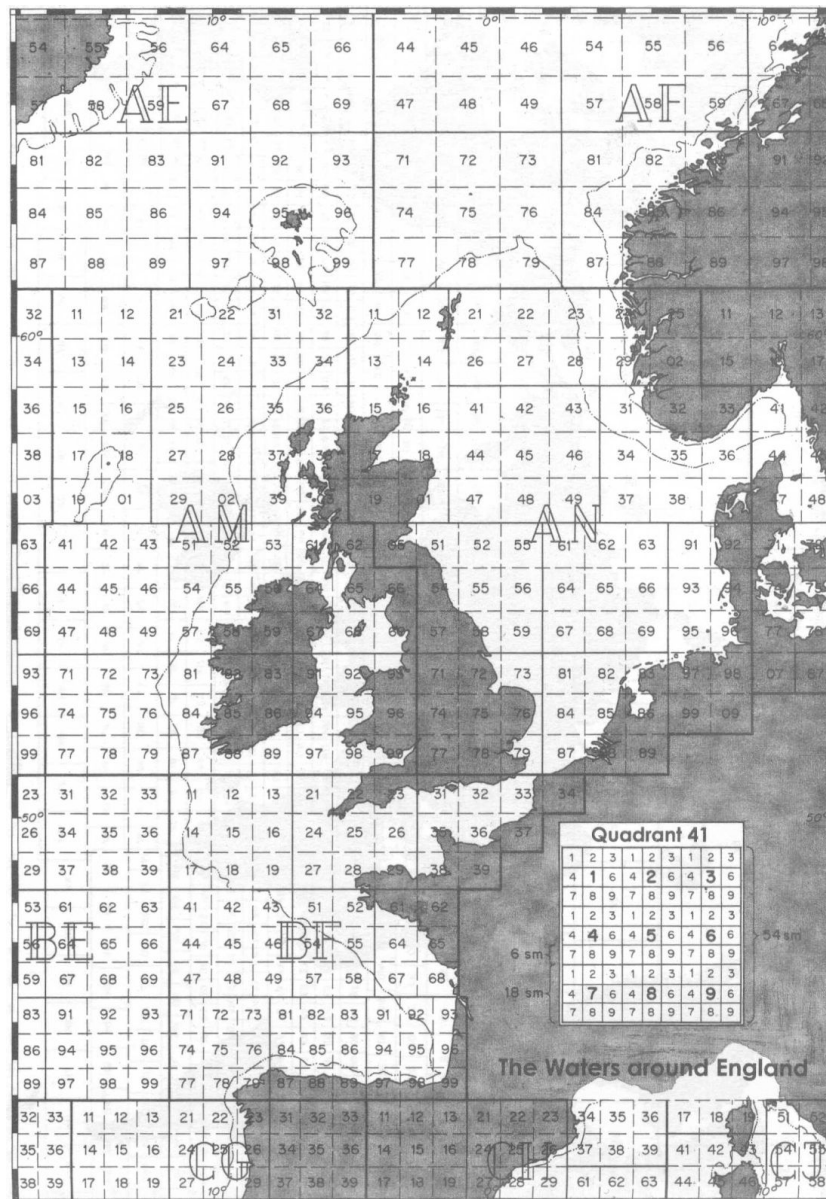
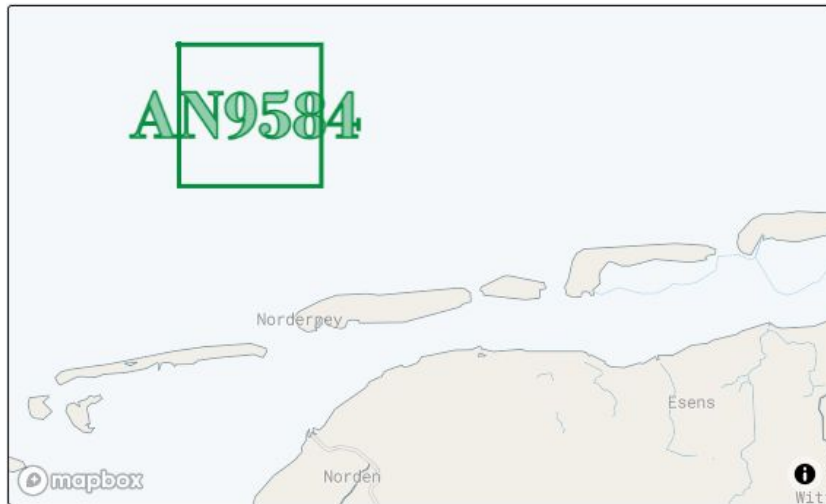
"BSN reports that the Swedish steamer 'Ossian' was surly hit by a torpedo according to the results of the investigation. This is the first successful aircraft torpedo drop in 6 weeks.

The swedish crew was completely headless after the air raid. BSN believes that if the arming of foreign steamers is not tackled immediately, the entire Swedish shipping will soon fail. He asks for an expedited delivery of blocking balloons for further attempts in the escort service."

Note to the Marine Squares (Naval grid):

During the war the military used secret maps that were divided into squares. It is likely that the official position was manipulated because this information was highly secret.

Here a [calculator](#) for the naval grids



Position in different sources

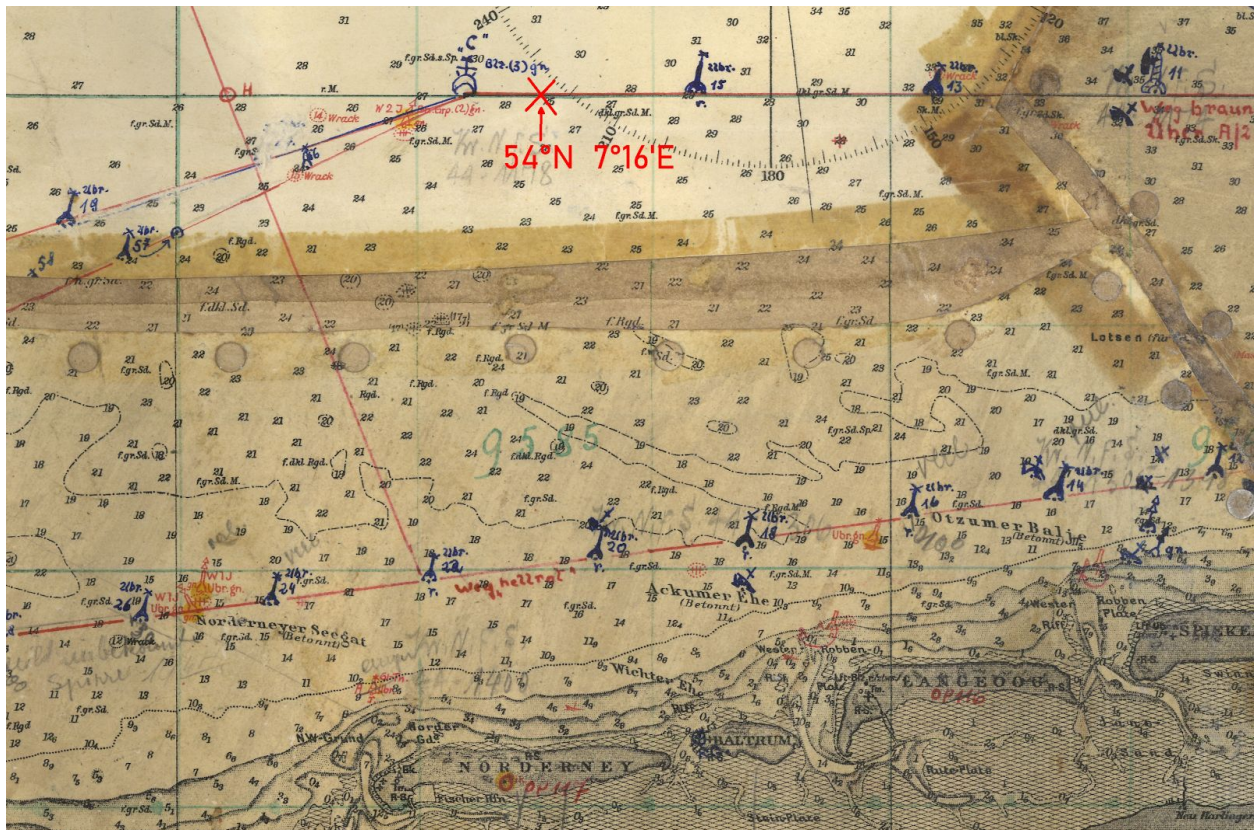
Position of the Wreck: 53°48,5'N 007°13'O



There are different position information in the sources:

- 54°N and 7°16'E <https://wrecksite.eu/wreck.aspx?30552>
“Swedish steamer OSSIAN (1564grt) was sunk by British aircraft in 54N, 7-16E. Two crew on the steamer were killed and another died later.”
<http://www.naval-history.net/xDKWW2-4105-32MAY02.htm>
- “Sunk by bombing 13sm near Juist (MWT Report Hamburg 15/8/45)”
- “Sunk near Norderney Lightship” [Book: Svenska Handelsflottans Krigsförluster](#)
- The Position was described in the war diary as: ‘Way red’ north of Norderney
- War diaries: They were attacked in the marine square AN9585 - 3,3sm east of point ‘c’

Wrong Position: 54°N and 7°16'E



Source: www.kartengruppe.it (Pino Esposito Italy)

The coordinate 54°N and 7°16' that can be found in some sources is wrong. It is 20km too far north. The reason is that there were two different Points called 'C'. One was on a civilian map and the other was a point on the secret military routes. Obviously the Information "3,5sm east of point 'C'" in combination with the wrong map caused the mistake.

Traveling routes of the ships in the 2nd World War



Source: Military archive Freiburg 1944

The position of the wreck is on the Main Route of traveling.

- I -

Deutsche Bucht - Wege - 1939.
Alles Qu. AN

Weg I	6991 I.K.M.	-	6579	
I Alpha	6839 r.u.E.	-	6854 r.K.M.	
II	6938 M.	-	6285 o.K.M.	
II Alpha	6285 o.K.M.	-	4997 o.K.M.	
II Beta	6285 o.K.M.	-	6193 i.u.E.	
II Gamma	6641 M.	-	6541 r.K.u.	
Rot	8334 M.	-	8325 M.	>8234 I.u.E.

Weg Blau	9519 M.	-	6635 M.	>6332 M.
Alpha	6365 M.	-	9111 M.	
Beta	6365 M.	-	3783 M.	
Grün	9565 M.	-	9532 o.K.I.	>9328 M.
		-	9314 M.	>9111 M.

a. Punkt A	9569 u.K.M.	-	Punkt B	9596 I.K.M.
b. Punkt B	9596 I.K.M.	-	Punkt C	9585 I.K.M.
c. Punkt A	9569 u.K.M.	-	Punkt C	9585 I.K.M.
d. Punkt C	9585 I.K.M.	-	Punkt D	9584 I.K.u.
e. Punkt E	9578 I.K.M.	-	Punkt D	9584 I.K.u.
f. Punkt E	9578 I.K.M.	-	Punkt F	8334 M.o.
g. Punkt A	9569 u.K.M.	-	Punkt H	9581 M.
h. Punkt H	9581 M.	-	Punkt S	9519 I.M.
i. Punkt D	9584 I.K.u.	-	Punkt T	6938 M.
j. Punkt H	9581 M.	-	Punkt J	9572 r.M.
k. Punkt J	9572 r.M.	-	Punkt K	6991 I.K.M.
l. Punkt A	9569 I.K.M.	-	Punkt L	9565 M.

p. Punkt B	9538 M.	-	Punkt Q	9528 M.o.
q. Punkt Q	9528 M.o.	-	Punkt S	9519 I.M.
r. Punkt Q	9528 M.o.	-	Punkt R	9328 M.
s. Punkt S	9519 I.M.	-	Punkt T	6938 M.
t. Punkt T	6938 M.	-	Punkt W	6635 M.
u. Punkt U	9371 u.K.M.	-	Punkt V	9314 M.
v. Punkt V	9314 M.	-	Punkt W	6635 M.
y. Punkt R	9328 M.	-	Punkt Y	9445 r.o.

r.=rechts l=links o=oben u=unten K=Kante M=Mitte

Source: Ritschel's "Kurzfassung KTB's deutsche U-Boote 1939-1945", Bd.14

nordwestlich Ameland OKL+JFV d.Dt.Lw. 5-82B) and Leutn. Franz Bernhard was shot down at the Island Texel and is missed. Source: <http://www.ig52.net/kriegstagebuch/1941/2/>

Description of the Convoy by the RAF Pilots

J 5406 N. 0730 E. 1250 - 1300 HRS 40 - 120 FT .
 ALL ABOVE 1/2 C AND R/L 109 . CONVOY OF 8 SHIPS STEERING
 WEST AT 10 KNOTS . IN LINE ASTERN IN FOLLOWING ORDER
 FROM HEAD. (1) FLAK SHIP (2) 3000 TON CARGO SHIP UNLOADED
 DENMARK PAINTED ON SIDE PAINTED BLACK (3) 4000 TON CARGO SHIP
 LADEN , REAR FUNNEL (4) 5000 TON CARGO SHIP , PAINTED BROWN ,
 CENTRE FUNNEL , UNLADEN , BELIEVED SUNK . (5) FLAK SHIP
 (6) 4000 TON CARGO SHIP , PAINTED GREY LADEN CENTRE FUNNEL
 BELIEVED SUNK (7) 1600 TON CARGO SHIP LADEN , REAR FUNNEL ,
 BELIEVED SUNK (8) FLAK SHIP . SOME HEAVY FLAK FROM FLAK SHIPS
 INACCURATE AND MOSTLY SHORT - SOME TRACER . NO FLAK FROM CARGO
 SHIPS 1845

54°06N 07°30E 12:50-13:00 Altitude: 40-120Ft

Convoy of 8 Ships steaming (S) West at 10 knots. In line astern in following Order:

1. Flak ship (Vorpostenboot)
2. 3000 ton cargo ship unloaded 'Denmark' painted on side painted black
3. 4000 ton cargo ship laden, rear funnel
4. 5000 ton cargo ship, painted brown, centre funnel, unladen, believed sunk
5. Flak ship (Vorpostenboot)
6. 4000 ton cargo ship, painted gray, laden, centre funnel, believed sunk
7. 1600 ton cargo ship, laden, rear funnel, believed sunk
8. Flak ship (Vorpostenboot)

Some Heavy flak from flak ships, inaccurate and mostly short - some tracer. No flak from cargo ships.

The tons are only an estimation of ship size by the pilots.

The ossian was probably ship 6, because the pilotes confirmed a direct hit on the 4000 tons ship. In addition it was machine gunned. The ship was enveloped in flames and had a heavy list to starboard. We know from the war diaries, that the Ossian was hit on the starboard side and it was hit by gun fire.

We know that the steamer 'Boltenhof' was also hit and damaged. She was bigger than Ossian and had a centre funnel. And two aircrafts reported direct hits on a 5000 ton cargo vessel which was left in flames. So, 'Boltenhof' was probably ship 4 and it was reported in the war diary that she was burning.

Bristol Blenheim IV

These types of aircraft were the first light bombers used during the war. The first attack on the German Fleet was on 4 September 1939 - and they were continuously active over Europe on daylight raids until late 1941.



<https://www.iwm.org.uk/collections/item/object/205126793>

Crew	3	
Engine	2 x Bristol Mercury XV, 675kW	
Take-off weight	6532 kg	14401 lb
Empty weight	4441 kg	9791 lb
Wingspan	17.17 m	56 ft 4 in
Length	12.98 m	43 ft 7 in
Max. speed	428 km/h	266 mph
Cruise speed	319 km/h	198 mph
Ceiling	8310 m	27250 ft
Range	2350 km	1460 miles
ARMAMENT	5 x 7.7mm machine-guns, 600kg of bombs	

[Source](#)



Loading a Blenheim with bombs from a trailer [Source](#).

The bomb aimer at his instruments in the nose of a Blenheim [Source](#)



Blenheim IV over the sea [Source](#)



Original [Video](#) from 1940 showing the Bristol IV in action
[Video2](#)

Ship's register from von H.J. Abert:

ss BRUNSNIS LMRF

April 1892 Osbourne, Graham & Co., Sunderland (95)

Tonnage: 1742/1084 4933/3071 2430

Size: 78,90-11,26-5,00-5,72 m

Machine: 3fE 508x825x1346/914 800ps 2 11,3 251 G. Clark Ltd., Sunderl. 20

"Mediterraneo" D. Eridi Cav. C. Gerolimich & Co., Lussinpiccolo (AUT).

FA 16.10.1900 Genua und

(9.1.1901) "Brunsnis" H. A. Petersen, Flensburg (DEU).

(7.6.1910/11.7.1910) "Harald" Rederi AB Kronan (O.H. Wiens), Malmö (SWE).

7.3.1918 "Valpen" Rederi AB Helsingborg (G.Carlsson), Gothenburg.

9.3.1918 Rederi AB Tertia (J. M. Dannberg).

11.3.1919 "Ossian" Rederi AB Amaryllis (Oscar Börjesson), Helsingborg.

22.7.1921 Rederi AB Alfa (wie vorher).

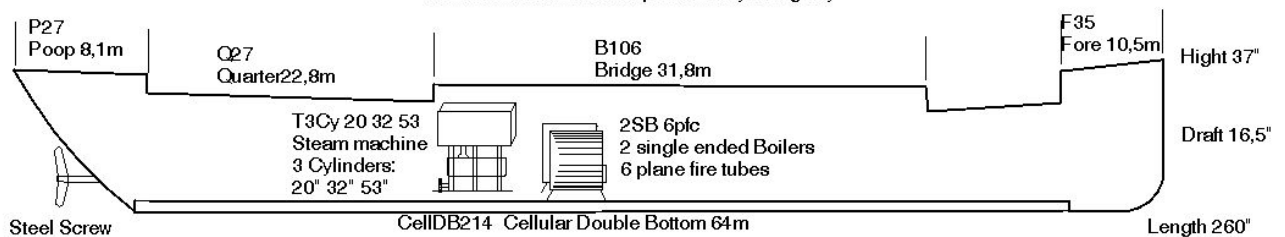
1931 (Allan Börjesson).

15.5.1941 auf Reise Öxelösund - Rotterdam mit Eisenerz in Pos. 54.00 N 07.16,5
O/etwa 25 sm NW Borkum aus einem deutschen Konvoi durch englische Flugzeugtorpedos
versenkt.

Lloyds

1930-31 LLOYD'S REGISTER STEAMERS & MOTORSHIPS OSP-OST																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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No. in Book.	Steamer's Name.	Material, Rig, &c.	Particulars of Classification.	Gross Tonnage.	Character.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	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Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard.	Corresponding draught.	Net tonnage.	When Built.	By Whom.	Owners.	Registered Dimensions, Deck Area, &c.	Port of Registry.	Engines.	Moulded depth.	Freeboard

Information about the ship in the Lloyds registry



What can be found in the Lloyds register:

- Name, ex-names and owner
- call sign: JSBT
- Insurance class +100A1
- Length, breadth and depth
- weight and tonnage
- builder of ship and machine
- number and shape of boiler furnaces
- cylinder diameters and power of the machine
- Port of registration
- sizes of the decks:
 - Poop deck: 27' (8,1m)
 - Quarter deck: 76' (22,8m)
 - Bridge deck: 106' (31,8m)
 - Fore deck: 35' (10,5m)
- Cellular Double Bottom: 214' (64,2m)

Entry in Sveriges Skeppslista (Sweden's Ship List) from 1927

Registreringsnummer Official No.	Signal-bok-stäver Code letters	Fartygs namn och befälhavare Name of vessel and master	Maskin-styrka H. K. H. P.	Dräktighet i reg.-ton Regist'd tonnage			Igenkänningsmått Regist'd dimensions		
				brutto gross	under däck under deck	netto net	längd length	bredd breadth	djup depth
1	2	3	4	5	6	7	8	9	10
5143	JSBT	Ossian (f. Valpen). Alvborg, J. A. . .	800	1792.36	1292.63	1313.02	78.50	11.26	4.92

Here the length is noted as 78,5m

Summary

The “Gezeitentaucher” (tidal divers) dive in the North Sea since 2007. They examine shipwrecks and adhere to the instructions of the Archaeological Service. No artifacts will be recovered. On September 29, 2020, the group dived for the first time at this steel shipwreck. It is located in the North Sea 10km north of the East Frisian island Norderney.

They took the most important data such as length, number and position of the masts and the data of the steam engine. The wreck has a length of 78.6 m. In addition, a round window with ‘1893’ as an inscription was found.

The position of the wreck has been officially known as a ship obstacle since 1949. However, it has not yet been identified. The BSH and the WSA list this wreck as an 'unknown coastal cargo freighter'. A sketch of the wreck and a phantom drawing were made. An extensive research and comparison of the wreck with the ships sunk in the area of the North Sea followed.

Conclusion

A total of 55 ships were compared with the wreck. All details of the swedish steamer Ossian fit well. The following points are used for identification:

1. Ossian was built in 1892. This fits good with inscription ‘1893’ on the round window
2. The length of the wreckage is 78.6m. Ossian’s official lengths range from 78.5m to 79.8m
3. The steam engine is relatively large. A diameter of the largest cylinder of approx. 52.5 inches was determined. In the comparison of the 55 ships, only 7 ships had a diameter of more than 50 inches. All three cylinders were measured and fit to Ossian’s official diameters from Lloyds London.
4. The front area of approx. 63-73m ist completely silted up with sand. No side parts or frames can be found. Ossian had a lowered deck only in this area. The raised bridge deck reaches to 63m.
5. There is contradictory information about the position of sinking. The only reliable source are the war diaries of the security fleet and eyewitnesses. They indicate the position in the naval square AN9585. This is exactly the position of our wreck.

The results of the comparison and the position lead to the conclusion that we identified the Swedish steamer Ossian. Her homeport was Helsingborg. She was on the way from Sweden to Rotterdam on 15.05.1941 with a cargo of 2498 ton iron ore. Rotterdam was occupied by the Germans in 1941. The cargo was used for steel production in the armaments industry. The convoy consisted of 5 freighters and four escort ships as protection. At the height of Norderney they were attacked by seven enemy aircrafts of the 21 Squadron Royal Airforce. Ossian was hit by a torpedo and machine gun and sank. Three people lost their lives.

Several photos were found in good resolution of the steamer Ossian. In addition, there is a short [video clip](#) from the news of Feb.1941, which shows the ship in the IJsselmeer when it was stuck in ice.

Deutsche Zusammenfassung

Die Gezeitentaucher tauchen seit 2007 in der Nordsee. Sie untersuchen Schiffswracks und halten sich dabei an die Vorgaben des archäologischen Landesamts. Es werden keine Fundstücke geborgen. Am 29.09.2020 betauchte die Gruppe zum ersten mal an diesem stählernen Schiffswrack. Es liegt in der Nordsee 10km nördlich der Ostfriesischen Insel Norderney. Sie erfassten die wichtigsten Daten wie Länge, Anzahl und Position der Masten und die Kenndaten der Dampfmaschine. Das Wrack hat eine Länge von 78,6m. Zudem wurde ein Bullauge mit '1893' als Inschrift gefunden.

Die Position des Wracks ist als Schiffshindernis bereits seit 1949 offiziell bekannt. Allerdings ist es bislang noch nicht identifiziert. Das BSH und das WSA listen dieses Wrack als 'unbekannter Küstenfrachter'. Es wurde eine Skizze des Wracks und eine Phantomzeichnung angefertigt. Es folgte eine umfangreiche Recherche und der Vergleich des Fundplatzes mit den in dem Bereich der Nordsee verschollenen Schiffen.

Fazit

Insgesamt 55 Schiffe wurden mit dem Fund abgeglichen. Lediglich beim Dampfer Ossian passen alle Details.

Folgende Punkte werden für die Identifizierung herangezogen:

1. Ossian ging 1892 vom Stapel. Das passt gut zu dem runden Fenster mit der Inschrift 1893
2. Die Länge des Wrackfundes ist 78,6m. Die Längenangabe von Ossian ist 78,5m
3. Die Dampfmaschine ist verhältnismäßig groß. Es wurde ein Durchmesser des größten Zylinders von ca. 52,5 Zoll bestimmt. In dem Vergleich der 55 Schiffe hatten nur 7 Schiffe einen Durchmesser von mehr als 50 Zoll. Alle drei gemessenen Zylinder stimmen mit den offiziellen Angaben bei Lloyds überein.
4. Nur der vordere Bereich des Wracks von ca. 63-73m ist vollständig versandet. Es lassen sich keinerlei Seitenteile oder Spanten finden. Ossian hatte genau in diesem Bereich ein abgesenktes Deck. Das erhöhte Brückendeck reichte bis 63m (gemessen vom Heck).
5. Es gibt widersprüchliche Angaben über den Ort des Untergangs. Die einzig sichere Quelle sind die Kriegstagebücher der Sicherungsflotte, die Augenzeugen des Untergangs waren. Sie beschreiben den Ort des Angriffs in Marinequadrat AN9585. Die Position passt genau zu unserem Wrackfund. Wir konnten zudem klären, wie es zu den widersprüchlichen Angaben der Position kam.

Die Ergebnisse des Vergleich lassen den Schluss zu, dass es sich tatsächlich um den Schwedischen Dampfer Ossian handelt. Er war am 15.05.1941 mit einer Ladung 2498t Eisenerz auf dem Weg von Schweden nach Westen unterwegs. Ziel war das von den Deutschen besetzte Rotterdam. Die Ladung diente der Stahlproduktion in der Rüstungsindustrie. Der Konvoi bestand aus 5 Frachtern sowie zwei Vorpostenbooten und zwei Minensuchern als Schutz. In Höhe Norderney wurden sie gegen 13:00 von acht Flugzeugen des 21. Squadron der Royal Airforce angegriffen. Ossian wurde von einem Torpedo und Maschinengewehrfeuer getroffen und sank.

Zum Dampfer Ossian wurden mehrere Fotos in guter Auflösung gefunden. Außerdem gibt es einen kurzen [Videoclip](#) aus den Nachrichten von 1941, die das Schiff im IJsselmeer zeigen, als es eingefroren war.

Zusammenfassung des Angriffs:

Der Dampfer Ossian, im Besitz von Rederei AB Amaryllis in Helsingborg war auf dem Weg von Oxelösund nach Rotterdam. In Cuxhaven schloss er sich einem Konvoi in westlicher Richtung, der aus fünf Schiffen bestand, die von vier Eskortschiffen begleitet wurden. Der Kapitän während dieser Reise war Kapitän NA Möller.

Am Nachmittag des 15. Mai 1941 wurden sieben torpedotragende Flugzeuge auf sehr niedrige Höhen über der Steuerbordseite des Konvois gesichtet. Im gleichen Moment wurde eine Torpedospur von der Brücke in Richtung Ossians Steuerbordseite beobachtet, so dass 'hart Steuerbordruder' befohlen wurde, um einen Torpedotreffer nach Möglichkeit zu vermeiden. Das Manöver begann jedoch nie. Ossian wurde mittschiffs unter der Wasseroberfläche von zwei Torpedos getroffen. Gleichzeitig wurde der Dampfer durch Maschinengewehrfeuer aus dem Flugzeug beschossen. Einer der Torpedos ging direkt durch das Schiff in den Maschinenraum, wo zwei Männer bei der Explosion getötet wurden. Eldare Svensson hatte sich in letzter Sekunde gerettet, erlitt jedoch schwere Verbrennungen.

Jetzt war das Schiff in einem sinkenden Zustand, so dass beide Rettungsboote zur See gelassen wurden. Acht Männer gingen auf Backbord und acht Männer und der deutsche Verbindungsoffizier gingen an Steuerbord in die Boote. Zwei Männer standen am Heck des Floßes, der Zimmermann Larsson und der schwer verletzte Chefsingenieur Johan W. Wedlin. Ossian sank und die Rettungsbootbesatzungen wurden von einem Vorpostenboot übernommen, der auch die beiden Männer auf dem Floß rettete.

Dies waren der schwer verletzte Chefsingenieur und der Zimmermann. Die vom Schiff zerstörten Schiffe wurden in Cuxhaven und Wilhelmshaven gelandet. Die Verletzten wurden ins Krankenhaus gebracht und zwei Tage nach dem Torpedo starb Chefsingenieur Wedlin im Krankenhaus. Die Überlebenden wurden mit dem Zug nach Schweden gebracht

<https://www.tornsva.se/tag/ss-ossian/>

Die Opfer waren:

1. Erster Ingenieur Johan W. Wedlin from Gothenburg, geb. 21.6.1878
2. Zweiter Ingenieur Johan H. Karlsson from Gothenburg, geb. 10.10.1879
3. Ingenieurs-Student Stig L. Andreasson from Gothenburg, geb 30.01.1923

Zudem gab es auf Englischer Seite folgende Verluste bei den Piloten durch Luftkampf:

1. Pilot Officer James Flockhart Thom Ogilvie
2. Sergeant Reginald Percival Mayers
3. Sergeant William Vernon Fillingham

Sie wurden von Pilot Uffz. Hans Strätling um 13:50 nordwestlich Ameland abgeschossen (Messerschmitt 109)

Ein Pilot der deutschen Abfangjäger wurde abgeschossen und wird vermisst:

1. LFF: Lt. Bernhard, Franz Einheit: 2./JG 52
Absturz Luftkampf mit Blenheims um 13:45 Nordsee bei Texel
Maschine: Bf 109 F-2, Kennung NI+ES, Werknummer 12719

Special Thanks:

Henrik Absalon:

My special thanks are going to Henrik Absalon for providing information, war diaries and help during the search for information.

Jan Lettens:

Also many thanks to Jan Lettens from www.wrecksite.eu for adding some more search-features in the wrecksite database

Pino Esposito:

Thanks to Pino Esposito from www.kartengruppe.it who provided the maps from the second world war.

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Gezeitentaucher website

www.gezeitentaucher.de

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