TYSA

COMMANDER IN CHIEF
U.S. FLEET
RECEIVED
POTLATCH

NAVY DEPARTMENT

1942 AUG 13 15 33

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

Op-16-B-5
CONFIDENTIAL

August 12, 1942

MEMORANDUM FOR FILE

Subject: Supplement to Summary of Statements by Survivors of MV "TYSA", Dutch Passenger-cargo vessel, 5,327 G.T., Netherlands Shipping and Trade Company, Chartered to British War Transport Service, London, England.

Reference: (a) Conf. Memo. for file, MV "TYSA", dated July 21, 1942.

1. The various times stated in reference (a) were predicated upon information furnished by the second mate of the "TYSA", and have subsequently proven erroneous. The correct times in connection with the sinking of the "TYSA" follow:

1. Vessel was attacked at 0330 GMT, June 30, 1942, and sank at approximately 0500 GMT, same date.

2. The second and third torpedoes were fired at 0445 GMT, June 30, 1942.

E. D. Henderson
Ensign, U.S.N.R.

F-252

Cominch F-252

Op-16-B-5
CONFIDENTIAL

NAVY DEPARTMENT

Office of the Chief of Naval Operations

Washington

COMMANDER IN CHIEF
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RECEIVED
1942 JUL 23 16 43

July 21, 1942

MEMORANDUM FOR FILE

Subject: Summary of Statements by Survivors of M/V "TYSA", Dutch Passenger-cargo vessel, 5,327 G.T., Netherlands Shipping and Trade Company, Chartered to British War Transport Service, London, England.

1930 Z
1530 Q

1. The M/V "TYSA" was torpedoed without warning, first at 1930 GCT on June 29, 1942, at 25°33' N - 57°53' W, and second and third at 2045 GCT, same date and position, while enroute from Capetown, South Africa to Baltimore, Maryland, with 1600 tons of chrome ore. Draft forward 14' 4", aft 21'. The vessel sank on an even keel at 2100 GCT, 1½ hours after the attack commenced and within a few minutes after the second and third torpedoes were fired.

2. The vessel was on a course 298° true, speed 13 miles, water depth unknown, zigzagging in accordance with #2 of the British plan, no lights were showing, a complete blackout being observed; radio was silent; 7 lookouts - 1 AB on forecastle head, Captain, First Officer and Third Officer on bridge, 1 gunner on bridge and 2 gunners on stern. The weather was clear, sea calm; wind northeast, force 3; visibility good; bright moonlight; no ships in sight.

3. The track of the first torpedo was seen when 250 yards off port, but before avoiding action could be taken, hit #4 hatch aft of midships, damage to after part of ship was extensive, and ship began to drift. Radio was disabled by the explosion. About 20 minutes after the torpedo hit the sub surfaced, fired tracers over the ship and lifeboats and thereafter circled the ship at a range of about a mile and fired 23 rounds at rate of one every 2 or 3 minutes, scoring 18 or 19 hits. When the ship did not sink two torpedoes were fired, both hit, and ship quickly sank. Although armed, no counter offensive offered as sub surfaced after gun crew had abandoned ship. Confidential codes were secured overboard, and others sank with the ship.

4. At 1940 GCT the ship was abandoned upon direct order from the Captain. The crew, including an Armed Guard consisting of 5 British and 1 Dutch, abandoned ship in two lifeboats, 19 in Captain's boat and 24 in the First Officer's boat. The 19 in the Captain's boat were picked up by the SS "GEORGE WASHINGTON" on July 8, 1942, and arrived in New Orleans, La., on July 13, 1942. The 24 in the First Officer's boat landed at St. Martin's Island. Total aboard was 43 and all were saved.

5. The sub was large, but no identifying details were observed.

E. D. Henderson
Ensign, U.S.N.R.

CC: ONI B-8, 16-A-4-d, F-9 (4 copies), F10, Cominch, Cominch F-21-22, F-252, F-353, F-37 (C & R), Op-23-L, Op-28, Op-30, Op-39, BuShips, BuOrdnance, (Ensign P. L. Vissat), BuOrdnance, Atlantic Fleet Anti-Submarine Unit, BuPers-6.

HCB

DISPATCHES	REMARKS
St. Kitts reports 1 lifeboat with 17 Dutch, 7 British from Dutch steamer TISA, landed St. Martin's July 9th. 1942. No detail of attack. Are remaining on St. Martin, pending instructions. One boat with 5 British unaccounted for. SO (1) KINGSTON (POSTAL) S TO COMINCH C&R 0004R/24. Sunk, 3 torpedoes 23 shells 25-33 N, 57-53 W. 1930Z/29 June. COMINCH S TO ADMIRALTY 231941. Torpedoed, shelled, sunk 2300 29th. June in 25-30 N., 57-49 W. C.B's sunk. SO (1) JAMAICA C TO BAD 15240/18.	Vessel was attacked at 0330 GMT, June 30, 1942 and sank at approximately 0500 GMT, same date. The second and third torpedoes were fired at 0445 GMT, June 30, 1942.

NAME

DAY ✓ GCT 0330 DATE 6-30-42 LAT 25-33 N. DIST. LAND 580 AREA 43

NIGHT ✓ GCT 2330 DATE 6-29 42 LON 57-53 W. FATHOMS + WIND NE force 3

WEATHER night SEA calm VISIBILITY good MOON bright CLOUDS clear

OWN SHIP: NAME TYSA NATL DUTCH TYPE CARGO GR. TONNAGE 5327

ENROUTE Capetown, S.A. to Baltimore CARGO 1600 tons chrome ore. COURSE 298T SPEED 13

ZIGZAG yes #2 CONVOY no ARMED BY-US OTHER X GUN CREW 5Br.1 Du. Armed Gd. BATTERY

OWN LIGHTS none RADIO yes disabled by explosion RADAR SOUND GEAR MAG DET

LOOKOUTS 7; 1 fcstlehd, 4 bridge, 2 on stern. REMARKS

OWN DAMAGE SUNK - TORP(3), GUN(23) ENEMY DAMAGE

CONTACT MADE BY-SIGHT SOUND D/F RADAR ENEMY ATTACK ENEMY SHIP submarine

ON SURFACE X AWASH PERISCOPE SUBMERGED X TORPEDO TRACK 250 yds NOT SEEN

DISTANCE BEARING COURSE SPEED

ENEMY IDENTITY sub was large but no identifying details were observed.

BEFORE ATTACK

M/V TYSA while enroute Capetown, South Africa to Baltimore, Md. with 1600 tons chrome ore, draft, fwd. 14'4", aft 21', was on course 298T, speed 13 miles, zigzagging in accordance with #2 of British plan, completely blacked out; radio was silent. 7 lookouts, 1 AB on forecastle head, Captain, 1st & 3rd officers & 1 gunner on bridge and 2 gunners on stern. Track of 1st torpedo was seen when 250 yds off port, but before avoiding action could be taken.

DURING ATTACK

hit #4 hatch aft of midships, damage to after part of ship extensive and ship began to drift. Radio was disabled by explosion. About 20 mins. after the torpedo hit the sub surfaced, fired tracers over the ship and lifeboats then circled the ship at about 1 mile range and fired 23 rounds at rate of 1 every 2 or 3 mins, scoring 18 or 19 hits. As ship did not sink, 2 torpedoes were fired, both hit and ship quickly sank.

AFTER ATTACK

Although armed, no counter offensive offered as sub surfaced after gun crew had abandoned ship. Conf. codes were secured overboard, and others sank with the ship. At 1940 GCT ship was abandoned upon direct order from the Captain, in 2 lifeboats, 19 in Captain's boat and 24 in 1st Off's boat. No casualties to personnel.

NOTE CORRECTED INFORMATION ON REVERSE OF CARD.

482

COMMENTS ON	OWN	EN
GUNNERY		
TACTICS		
LIGHTS		
MATERIAL		
PERSONNEL		
SHIP		
OTHER		

ADDL. REPORTS IN FILE	
SURVIVORS	X
ACTION	
ONI	X
OTHER	

23 July - Sunk 3 torpedoes 23 shells 25-33W 57-53W 1930Z/29 June.

UK

(Name)(Armed)	Nat	Type	Tonnage	Date	Location	Lights	Damage
TYSA	Du	MV	5327	291930 Jun'42	25-33W 57-53W		SUNK

What happened: 3 torps 23 rounds shellfire.

Description of Sub:

Survivors: Landed New Orleans and St. Martin's.

Additional Remarks:

U-5 report in file.

COMINCH FILE

UNITED STATES FLEET
Headquarters of the Commander in Chief
Navy Department, Washington, D. C.

F-00
F-01
F-02
F-05
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F-015
F-0015

FF1/A11-1(T)
Serial: 02236

CONFIDENTIAL

SEP 21 1942

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WO Porter

From: Commander in Chief, United States Fleet.
To : Administrator, War Shipping Administration.

Subject: Dutch M/S TYSA; Sinking of.

Enclosure: (A) Copy of Com. 5 ltr. A31(7)/33 TY5A/ DRO/RO5/cbd(21) of Sept. 8, 1942 with enclosure thereto (Report of Chief Officer Johan Pieter Cornelis Roggeveen).

1. Enclosure (A) is forwarded for information and such action as you may deem is indicated.

2. Attention is invited to the fact that the Chief Officer of the M/S TY5A, Johan Pieter Cornelis Roggeveen, through foresight and exemplary seamanship sailed a lifeboat with 23 members of the crew of the TY5A over 500 miles in seven days without undue hardship upon himself or his men. In addition he contributed materially to the rescue of 47 survivors of the S.S. POTLATCH. His log of the voyage is worthy of comment.

3. It is recommended that, if possible, appropriate official recognition be made of a feat which reflects the highest traditions of the Merchant Marine.

M. K. METCALF
By direction.

Copies of basic correspondence not desired in this Office.

Copy to:
Vice Admiral A. P. Fairfield, USN (Ret.)

FILE SEP 8 1942

1064

FOLLOWING SURVIVORS FROM DUTCH "TYSA", M/V, ARRIVED AT NOB, NORFOLK, VA. ABOARD USS "MERAK" AUGUST 28, 1942.

	NAME	NAT.	AGE	RATING	NEXT OF KIN	HOME ADDRESS
1.	Johan Pieter Cornelis Roggeveen	Dut.	43	Ch. Offcr.	Mrs. O. Rogeveen	Bosschestraat 13g Scheveningen, Holland.
2.	Willers van Dokhum	Dut.	46	3rd Engr.	Welhelmina Hofshaat	Reuhelaarshaat 109° Rotterdam
3.	A. Melyberg	Dut.	32	4th Engr.	Vermys	Mlorfakersstraat 33, Rotterdam
4.	T. U. Popering	Dut.	26	Asst. Engr.	W. V. Popering	Christian de Wtstreat 129 C Rotterdam.
5.	Hugee Cuosen	Dut.	46	2nd Engr.	Yohunna Rooyman	Tohiedumsteweg 183 Rott.
6.	Geurt Abraham Marimus Jonker	Dut.	26	3rd Offcr.	Wife- Sophia v/d Starre	Dryfrienstraat 3 Den Flaag, Holland.
7.	W. P. Woodbridge	Br.	23	4th Offcr.	Mrs. M. I. Woodbridge	3 Lampard House, Maida Ave., London, Eng.
8.	C. Sonnenschein	Br.	29	Steward	Daughter	35 Annesly Ro. Newport, Mon.
9.	Ian D. Scott	Br.	20	Asst. Steward	Jr. Scott	10 Forest Lodge, Forest Hill, London SE 23.
10.	Feunis Van Gijsen	Dut.	37	Bos'n.	Petronella Yacaba	Emmastraat 16
11.	A. P. Pypamman	Dut.	25	A. B.	G. Pypamman	Neuwe, Glaven.
12.	Landert Cornelius Cypan	Dut.	39	A. B.	Gluiberdina Petronilla Flonven	Emmartraat N°32, Massolin, Holland.
13.	L. Dobson	Br.	20	A. B. R. N.	Mother	5 Tweed St. Selford, 5 Hancs, Eng.
14.	Y. Y. Severin	Dut.	35	Ch. Cook	P. Severin	Kadykeplein, 16 Ams.
15.	Henderikus Fankious de Goey	Dut.	24	Cook	Wife - Edish de Goey	16 q. Eglinton St., Glasgow, Scotland.
16.	Johannes De Jonge	Dut.	37	Carpenter	Johanna Blok	Allard Piersonstraat 13 C, Rotterdam.
17.	Bernard Percy Tilther	Br.	18	O. S.	Father	31 Palmer Ave. Cheam. Lurrey, Eng.
18.	W. Vilanssen V. Corschot	Dut.	42	Greaser	Th. Browners	2 O Oosterpourkstrot 1 YS, Amsterdam.
19.	M. H. Lam	Dut.	42	Greaser	C. Y. Wittenberg	Yaersveltsraat 15 B Rotterdam.
20.	Panlus Roodsant	Dut.	33	Greaser	C. Roodsant	Ruwaardsraat 28 4, Rotterdam, Holland.
21.	C. Krook	Dut.	19	Sailor	Mollenerf Poy Den Glolder	
22.	John Peter Blasure	Dut.	22	Sailor	Mr. G. Blasure	F. Ave. de la Costa Monte Carlo.
23.	Charles Richard Pancutt	Br.	18	Deck Boy	Mother- Mrs. E. Pancutt)	11 Park Dwellings, Garnett Road, Hampstead London.
24.	Dowald Dyson	Br.	23	Gunner	Mother	478 Higham Common R D Higham, N. R. Barnsley Yorkshire.

Report of the Torpedoing of the Dutch Motorvessel "TYSA" of 5327 bruto tons in the North Atlantic Ocean in 25-30 N. and 57-49 W. on Monday JUNE 29, 1942 and the subsequent arrival of 24 members of crew in port lifeboat on the Windward Islands.

Tuesday June 29, 1942.

Noon Position 23-56 N. 57-11 W.
Course 300 degr. speed 11½ knots. Zigzagging on No. 37 s.b. leg.
Wind ESE force 2, cloudy and clear.

At 13.25 p.m. the lookout in the crowsnest on the foremast reported a ship on the port beam, but on the navigation bridge nothing could be seen with binoculars. On the flying bridge I could for a moment see with my glasses an object that looked like masts farther away then the horizon, about 8 miles distant, but after changing course I failed to rediscover it. At 19.15 p.m. the 4th Officer reported that he saw something on the horizon but the gathering darkness prevented us from distinguishing it properly.

With a view to the fact that in the morning at 8 a.m. an American steamship was torpedoed about 70 miles South of our course, we altered course to NE per compass with a fierce zigzag on this course and speed was increased to 110 revolutions per minute.

At 8.00 p.m. I gave the watch over to the 3rd Officer but the Master and myself remained on the bridge and gun watches on the 4.7" gun and Oerlikongun were controlled and everything was ready for immediate action.

During several hours zigzagging was continued on this course, the moon came up at 9.30 p.m. and we tried to see anything but nothing could be seen by the 3 lookouts on the guns and crowsnest.

At 22.50 p.m. I took sights of polaris and the moon which gave me 25-30 N. 57-49 W.

At 23.00 p.m. the Master decided to alter course again to 300 degr. true as nothing was seen, with zigzag No. 30 s.b. leg on this course. At 23.00, 23.05 and 23.15 course was altered. At. 23.25 p.m. while heading 333 degr. per steering compass a terrific explosion shook the whole ship. Immediately the motor was stopped. When I came out of the wheelhouse I saw at Hold No. IV how the ironore went up in the air high above the aftermast. Both aereals the high and the lower one, came down on deck, broken by the explosion. Upon investigation it proved that the torpedo had struck at Lower hold No. IV and this filled herself immediately with water up to the tweendeck. The ship was sinking deeper in the water having a great angle to aft. Hold No. IV was bursted open by the force of the explosion, all beams were lying on deck or standing up against the rigging and liferafts, the derricks of No. IV were blown out of their nests and rolling to and fro and the whole deck was covered with a thick layer of ironore.

On the poopdeck the gunplatform was tilted over aft, the wooden deck above the messrooms was bursted open and the water of the sanitary tank came gushing downwards.

All the members of the crew who were aft had been blown out of their bunks, when these collapsed, but everybody could reach amidships and the promenadedeck, although some were bleeding of cuts and bruises.

After reporting to the Master on the boat deck, he gave order to abandon ship, because there was danger of a second torpedo, nothing could be ascertained of the submarine in the darkness and our gun was out of order by the explosion.

I arranged therefor to lower port lifeboat to the promenade deck and the boats crew boarded her there. I went back to the bridge and out of the chartroom I took the chronometer, sextant, tablebooks and almanac and grabbing my

the land was sighted dead ahead. Always sailing as closely hauled up as possible this land was approached but high breakers at the N. and NW. side made a landing impossible. At the S.W. point of the island was a high rock (West Cay) on which the surf beated high up in the air and behind the rock was a bay with part sandy beach on which the surf was breaking. Dead ahead SW. point of the island and the Caribbean Sea stretched herself out to the SWward with no further land in sight.

I decided to land therefor on the steep beach, approached the rocks as close as possible, keeping a lookout for breakers and green shallow water, shipped the oars, lowered the jibs and the mainsail and rowing with 12 men on the oars, succeeded in weathering SW point and rowing through the bay, coursing through the rocks which the beach, ran with all possible speed, without touching the rocks at 16.30 p.m. on the steep beach of Bad Bay of Dog Island.

Part of the crew jumped over board and waist high with the aid of a following breaker we pushed the boat higher up the beach so that all 24 persons could land safely ashore. Pulled the boat with all hands higher on the beach and made a tent of the sails for sleeping quarters during the night.

The Indian keeper of the island approached us and said that he had ~~water~~ in his cistern near the shed. Part of the men went at once with buckets and a cask to fetch water and after an hour everybody could drink abundantly. At nightfall I went to the shed on the bluff where the keeper was living with his sqaw and was arranged to light a fire at night to attract the attention of Anguilla which is British and habited.

The night wespend in wind and rain on the beach while the surf was thundering on the rocks.

Wednesday, July 8, 1942.

In the morning the cook lighted a fire and made breakfast of hot pemmican with water and condensed milk. The whole crew proceeded then to a small shed near Large Bay and we left the lifeboat on the beach at Bad Bay.

At 10.00 a.m. a fishing boat approached the island and by waiving a flag we attracted his attention and he came sailing into Large Bay.

Arranged with the skipper to bring us to St. Martin where the boat was returning that day and after abandoning the rest of the provisions to the keeper we commenced with a cask of water the passage to St. Martin, 12 miles, where we landed at 3.00 p.m. at Marigot Bay (French side).

After having given the necessary information also concerning the 49 men of the American ship we were received with all kindness by the French authorities and after arrival of the Dutch governor, of St. Martin, part of the crew was transferred to Philipsburg Dutch St. Martin and part remained in Marigot for the night because 15 British shipwrecked men were already at Philipsburg.

Thursday, July 9, 1942.

Through the excellent care of the Dutch governor of St. Martin the whole crew was transported to Philipsburg and after having received medical care for sunburns etc. everybody was housed at the government hotel as well as at private residences.

An U.S.S. seaplane landed in the morning on the beach and I gave the pilots all information regarding the position of the 49 men as well as about the Captain's boat which was still at sea.

St. Marten, July 12, 1942.

Chief-Officer

ahead of us and at night at 21.50 p.m. we closed again and sailed ahead of her. Rigged up a second jib and a flying jig on top of the mainsail made of yellow deck-cover and one of the sailors climbed to this purpose in the mast. Boat was sailing and steering better now.

Friday, July 3, 1942.

Wind ESE 4, cloudy and clear, light Easterly swell.
Noon Position 23-57 N. 59-49 W. Run 222 degr. 66 miles.
In the afternoon the motorboat passed us again, gave him position and run. The Master told me that he was working his motor already since 6 a.m. apparently s.b. boat was not sailing so fast as my boat, he proceeded again ahead of us out of sight and at night at 9.30 p.m. we passed him again and exchanged a few flashes with our flashlights.

Saturday, July 4, 1942.

Wind ENE 4, clear, moderate ENE swell.
Noon Position 22-17 N. and 60-27 W. Run 199 degr. 106 miles.
During the whole day a sharp lookout was kept butnothing was seen of the Captain's boat. With a view to the available watersupply and the weather conditions I decided not to wait for the motorboat because they could easily overtake us.

Sunday, July 5, 1942.

Wind E/ESE 4, light confused swell, in the afternoon some rain squalls.
Noon Position 20-51 N. and _1-15 W. Run 207 degr. 97 miles.
During the night the flying jig was lowered to relieve the pressure on the mast.
Balance at noon 198 miles.

Monday, July 6, 1942.

WOW POTLATCH!

At dawn red flares were seen at s.b. bow, altered course and closed at 5.30 a.m. withs lifeboat with 2 rafts attached of the American steamer "POTLACH" which was sailing with 49 men in a WSW direction. Shouted to them the distance from land, that I should make a landfall on the following day and that I would report them as soon as possible, continued our voyage. Position 19-50 N. 61-52 W. Noon Position 19-32 N. and 62-_5 W. Run 211 degr. 92 miles. Wind East 4/5, cloudy, moderate Easterly swell. With the aid of various geographical positions in a English table book I made a chart of the Windward Islands and in connection with our noon position and the wind direction it showed that the islands of St. Martin or Anguilla could be reached in the best way. Distance to Anguilla 215 degr., 97 miles.

Course 215 true
Error -16 degr.
Compass 231 "
Drift 17 "
To steer 214 degr. or SWts.

In the afternoon the sky started to cloud over from the ESE with ci and ci-str. and lightning at nightfall. Took the flying jig down and made sea anchor, oilbag and fishoil ready to lower away if necessary. At night several heavy squalls with rain, boat shipping now and then water which drenched everybody and made bailing necessary, but by running now and then with the wind well astern, we managed to evade most of the breaking seas.

Tuesday, July 7, 1942.

At dawn dark squally sky with rain. Wind E/ESE 5/6. Confused swell. Decided to head the boat 2 points more Westerly in order to sail more easily with the running seas. At 9 a.m. the sky cleared a little with a squall from the SE, and I took a sight which placed me in longitude 62-55 West.

Noon Position 18-24 N. and 63-04 W. Run 219 degr. 88 miles.
Distance 10 miles N. of Anguilla or 12 miles NE of Dog Island. Altered course to South per compass and concluded with the drift to gain about SSW true. At1:00 p.m.

dog went to the promenade deck and lowered everything into the boat. My log books and crews Administration I had placed already earlier in the boat, placed ready in my cabin in a suitcase in case of emergency.

The boat was then lowered away into the sea and with the carpenter and 4th Officer I proceeded along the ladder into the boat.

The whole boat's crew was complete and at 11.35 we left the ship's side, which was aft already deeper in the water.

The small boat which was also lowered was abandoned because the whole crew was complete and no time could be lost in changing over.

When our lifeboat was a few ship lengths behind the stern a flash appeared back of the bow of the "TYSA" and a shell whistled over our heads and crashed into the sea. A second shell came also close and immediately the boat was rowed Northward and shortly afterwards a shell crashed aft of us into the water.

After that we saw the gun flashes at s.b. ahead of the "TYSA" and shells hit the bridge deck which gave white sparks and flashes to all sides. Then a reddish glare appeared over the bridge house, when this was burning and after a while a large flame shot up into the air when the oil bunkers were hit and bursted into flames. Afterwards the U. boat proceeded along portside of the ship and continued shelling the ship, which was then amidships all ablaze and spreaded a reddish glare over the Ocean.

At 1.15 a.m. of June 30, we saw how the ship started to sink and amidst a cloud of vapour and a bluish glare she went suddenly under and darkness was again over the ocean. Shortly afterwards we heard the throbbing of the U. boat's Diesels and at about 1000 yards distance we saw the shape of the U. boat passing us. We did not show any lights and the U. boat apparently did not see us nor challenge us. At some distance we perceived the Captains boat which had 15 men and starboard gig came rowing to us with 5 men in her, so that the whole crew of 43 had left the ship.

After waiting for daylight at 5 a.m. the mast was shipped and the sails hoisted and with the small gig sailing in tow we sailed in S.W. direction.

Noon Position 25.33 N. and 57.53 W., about the same position where I had taken my sights the night before. Distance 532 miles to BARBUDA (Windward Islands).

Wind S/EEE 3, clear, light confused swell. Spoke to the Master, decided to keep together gave him position and distance. Rigged up the sprayhood and the sidecloths. Bruises and cuts were not of a serious kind and bleeding stopped. The lifeboat after continuous bailing and pumping was getting watertight. Rations 3 times 1/3 tin of water per day and for food cake with corned beef, chocolate, or condensed milk or pemmican stirred in water.

Wednesday, July 1, 1942.

Wind S/EEE 3, light Easterly swell, cloudy and clear.
Noon Position 25-17 N. and 58-27 W. Run 238 36 miles.
Sailing more hauled up was not possible. In the morning we decided to join the gig with the motor boat, because this gig was with the seaway continuously jumping on our rudder and interferred with the steering. Health of all good, some seasick, all well.

Thursday, July 2, 1942.

Wind SE 4, light ESEswell, fine and clear.
Noon Position 24-46 N. and 59-01 W. Run 232 degr. 51 miles.
At 1.00 p.m. the motorboat joined us again and we agreed to abandon the gig and split the 6 men (the 4th Officer had previously joined her) into the 2 big boats, so 24 men were now in my boat and 19 men in the Captain's boat. The motorboat steamed then

14416

9-0785 L-9/6 2333c

CONFIDENTIAL

COMMANDER IN CHIEF
U.S. FLEET
RECEIVED
1942 SEP 11 10 05

Address Reply to [illegible]
Refer to No.
QS1(7)/SS TYSA/DRO/ND5
cbd (21)

HEADQUARTERS FIFTH NAVAL DISTRICT
Naval Operating Base
Norfolk, Virginia

September 8, 1942.

CONFIDENTIAL

From: The Commandant, Fifth Naval District.
To: Commander in Chief, United States Fleet.
Commandant First Naval District for Anti-Submarine Warfare.
Commander Caribbean Sea Frontier.
Vice Chief of Naval Operations, (Director of Naval Intelligence).

Subject: Dutch M/S TYSA - Sinking of.

Enclosure: (A) Report on Torpedoing of M/S TYSA.

1. Enclosure (A), prepared by Chief Officer Johan Pieter Cornelis ROGGEVEEN of subject ship, was submitted to Intelligence Officers of this District upon his arrival at Norfolk, Va., from San Juan August 28, 1942.

F. F. Ames,
By direction.

CBW

ENCLOSURE D

SUMMARY OF STATEMENTS BY SURVIVORS OF SS TYSA, DUTCH FREIGHTER, 5327 GROSS TONS, OPERATED BY BRITISH MINISTRY OF SHIPPING

The TYSA was torpedoed without warning at 2335 EWT June 29, 1942, while enroute from Capetown to Baltimore. At 25° 30'N. - 57° 45'W., the vessel sank at 0115 the morning of June 30th. The ship was proceeding on a course of 333° true at a speed of 11½ knots. There were six lookouts, one forward, one aft, one amidships and three on the bridge.

The torpedo struck about lower hold #4, which filled immediately. The cargo was thrown up into the air and the gun platform was rendered useless. Aerials were destroyed so that no radio message could be sent out.

At 2345 the ship was abandoned by order of the Captain. All crew members got off the vessel. All confidential papers were thrown overside in a weighted bag. The submarine then opened fire, putting at least forty shells in rapid succession into the ship and the vessel was seen to go down by all hands at 0115.

The submarine was seen but was about 1,000 yards away and therefore was not seen clearly enough for any description. // ITALIAN

One lifeboat containing twenty-four members of the crew was landed at Dog Island July 5, 1942, and they arrived at St. Martin's July 8th, 1942. The Chief Officer, Roggeveen, has been informed that other survivors were landed safely at New Orleans.

Encl. 10

Questions	Answers
7. What members of the surviving crew and passengers were injured? How and to what extent?	
8. What crew members were hospitalized, give name and address of the hospital.	

PERSONAL EFFECTS

9. Did any of the crew or passengers save any substantial amount of their personal effects, and if so, what are their names?	No.

CREW AND PASSENGER REPORT

10. Did any crew member perform outstanding service in the emergency? (Beyond that expected in line of duty?)	All performed well.
11. If so, whom? (Give name, address, status, or position on board.)	
12. Furnish a statement of the act or acts deserving of honor awards.	
13. Was the conduct of any crew member particularly reprehensible?	
14. If so, whom? (Give name, address, status or position on board.)	
15. Furnish a statement of the conduct in question.	
16. Furnish name or names and addresses where they can be contacted of persons (preferably senior officers of the vessel itself) who can substantiate the above information.	

NNI-142-X

ENCLOSURE C

CONFIDENTIAL

Office of Naval Intelligence

NAVY DEPARTMENT

INTELLIGENCE REPORT

ENEMY ATTACK ON MERCHANT SHIPS

From O in C Intelligence Field Unit At St. Thomas, V.I. Date August 17, 1942

Name of Ship M/S TYSA Flag Dutch Type Cargo

Name of Owners and Charterers or Operators (if Any) British Ministry of Shipping

Date of Attack June 29, 1942

Whether Sunk, Damaged, Stranded, Burned, Captured, or Escaped Sunk

ADMIRALTY LOSSES

Questions	Answers
1. Was the vessel seen to sink?	Yes
If so, by whom?	By all survivors.
2. Position of sinking, and, if available, water depth.	25° 30' N. - 57° 45' W.
3. Did the ship make port?	No.
If so, where?	

MARINE CASUALTIES

4. Were there any casualties?	Not to the knowledge of survivors interviewed at San Juan.
Dead or injured?	
5. Can you identify any of the missing members of the crew or passengers as being now dead? If so, who are they?	
6. How did you determine that such persons are dead?	

(Over)

Encl. C

I arranged therefore to lower port-lifeboat to the promenadedeck and the boats-crew boarded her there. I went back to the bridge and out of the chartroom I took the chronometer, sextant, tablebooks and almanac and grabbing my dog went to the promenadedeck and lowered everything in the boat. My logbooks and Crews Administration I had placed already earlier in the boat, placed ready in my cabin in a suitcase in case of emergency.

The boat was then lowered away into the sea and with the carpenter and the 4th officer I proceeded along the ladder into the boat.

The whole boatscrew was complete and at II.35 we left the ships side, which was aft already deeper in the water. The small boat which was also lowered was abandoned because the whole crew was complete and no time could be lost in changing over.

When our lifeboat was a few shipslengths behind the stern a flash appeared back of the bow of the "TYSA" and a shell whistled over our heads and crashed into the sea. A second shell came also close and immediately the boat was rowed Nortward and shortly afterwards a shell crashed aft of us into the water.

After that we saw the guns flashes at s.b. ahead of the "TYSA" and shells hit the bridgedeck which gave white sparks and flashes to all sides. Then a reddish glare appeared above the bridgehouse, when this was burning and after a while a large flame shot up into the air when the oilbunkers were hit and bursted into flames. Afterwards the U.boat proceeded along portside of the ship and continued shelling the ship, which was then amidships all ablaze and spreaded a reddish glare over the ocean.

At I.I5 a.m. of June 30. we saw how the ship started to sink away and amidst a cloud of vapour and a bluish glare she went suddenly under and darkness was again over the ocean.

Shortly afterwards we heard the throbbing of the U.boats Diesels and at about IOOO yards distance we saw the shape of the U.boat passing us. We did not show any light and the U.boat did apparently not see us nor challenged us.

At some distance we perceived the Captain's Boat which had I5 men and s.b. gig came rowing to us with 5 men in her so that the whole crew of 43 had left the ship.

ENCLOSURE B

EXTRACTS FROM LOG OF J. ROGGEVEEN, CHIEF MATE, SS. TYSA

Report of the Torpedoing of the Dutch Motorvessel "TYSA" of 5327 Bruto Register tons in the North Atlantic Ocean in 25-30 N. and 57.49 W. on Monday June 29 1942 and the subsequent arrival of 24 members of the crew in port lifeboat on the Windwad Islands

** **

Tuesday June 29 1942.

Noon position 23-56 N. 57-II W.
Course 300 degr. speed II½ knots. Zigzagging on No 37 s.b.leg.
Wind ESE force 2.Cloudy and clear.

At 18.25 p.m. the lookout in the crowsnest on the foremast reported a ship on the port beam, but on the navigationbridge nothing could be seen with binoculars. On the flying I could with my glasses for a moment see an object what looked like masts farther away than the horizon, about 8 miles distant, but after changing course I failed to re-discover it. At 19.15 p.m. the 4th officer reported that he saw something on the horizon but the gathering darkness prevented us from distinguishing it properly.

With a view to the fact that in the morning at 8 a.m. an American Steamship was torpedoed about 70 miles South of our course, we altered course to NE per compass with a fierce zigzag on this course and speed was increased to IIO revolutions per minute.

At 8.00 p.m. I gave the watch over to the 3rd officer but the master and myself remained on the bridge and gunwatches on the 4.7" gun and Oerlikon Gun were controlled and everything was ready for immediate action.

During several hours zigzagging was continued on this course, the moon came up at 9.30 p.m. and we tried to see anything but nothing could be seen by the 3 officers on the bridge or by the 3 lookouts on the guns and crowsnest.

At 22.50 p.m. I took sights of polaris and the moon which gave me 25.30 N 57.49W. At 23.00 p.m. the master decided to alter course again to 300 degr. true. as nothing was seen, with zigzag No 30. s.b. leg on this course. At 23.00, 23.05, and 23.15 course was altered. At 23.25 p.m. while heading 333 degr. per steering compass a terrific explosion shook the whole ship. Immediately the motor was stopped. When I came out of the wheelhouse I saw at Hold No IV how the ironore went up in the air high above the aftermast. Both aireals the high and the lowerone came down on the deck, broken by the explosion. Upon investigation it proved that the torpedo had struck at Lowerhold No IV and this filled herself immediately with water up to the Tweendeck. The ship was sinking deeper in the water having a gret angle to aft. Hold No IV was bursted open by the force of the explosion, all beams were lying on deck of standing up against the rigging and liferafts, the derricks of No IV were blown out of their nests and rolling to and fro and the whole deck was covered with a thick layer of ironore.

On the poopdeck the gunplatform was tilted over aft, the wooden deck above the messrooms was bursted open and the water of the sanitarytank came gushing downwards.

All the members of the crew who were aft had been blown out of their bunks, when these collapsed, but everybody could reach amidships and the promenadedeck, although some were bleeding of cuts and bruises.

After reporting to the master on the boatdeck, he gave order to abandon ship, because there was danger of a second torpedo, nothing could be ascertained of the submarine in the darkness and our gun was out of order by the explosion.

Encl. B

NNI-142 (Revised)

SUBJECT: M/S TYSA

COMMENTS OF INTERVIEWING OFFICER

The above report is based upon statements furnished interviewing officer by Chief Mate of SUBJECT vessel and other survivors who were interviewed. For Chief Mate's own statement, see Enclosure "B".

JOHN C. WORK
Lt. Comdr., USNR.

6. If not acting singly, give position in formation. ——

Forward with report such informative sketches or photographs as may be available.

Smoke

36. Was ship supplied with smoke apparatus? Yes ☐ No ☐

If so:-

(a) What pattern?

(b) How was it used and with what effect?

37. (a) Were there any casualties? Yes ☐ No ☒

(b) What were they?

(c) How caused?

38. (a) What was the number and nationality of the passengers and crew? — 43 in crew:
7 British
34 Dutch

(b) How did they behave? Well

39. (a) What became of the passengers and crew after abandoning ship? Boat with 24 men landed at St. Martin's Island.

(b) Were any taken prisoner? Yes ☐ No ☒
If so, who

PARTICULARS OF ENEMY CRAFT

40. Was the submarine(s) seen? Yes ☐ No ☐ If so, Submarine not seen clearly enough to enable survivors interviewed to furnish answers to questions 41 - 49. Consequently such questions are omitted.
(a) Number, if submarine or aircraft
(b) Where was number seen and how distinguished?

29. Was Master interrogated by enemy Officers? Yes☐ No☐ What questions were asked? Which officer (or officers) asked questions and what knowledge of the English language had he? Not to knowledge of survivors.

Explosive Charges

30. If ship was sunk by explosive charges:- ____

(a) How many were used?

(b) Where were they placed?

DEFENSIVE ACTS OF SHIPS

Gunfire

31. What guns were carried? 1 4.7; 1 Orlikon and 7 machine guns.

(a) Was there an armed guard on board? Yes☐ No☐

32. At what time and range did ship open fire? Did not open fire

33. Was ship showing her proper colors when she opened fire? Yes☐ No☐ ____

34. (a) Number of rounds fired by ship? ____

(b) Approximate rate of fire? ____

35. Number of times enemy was hit by gunfire. ____

Additional information desired in case a magnetic acoustic or other influence weapon is suspected: None suspected

1. Were engines running at a steady speed? Yes☐ No☐

2. Propeller RPM's for each propeller.

3. Number of blades on each propeller and any known defects.

4. Degaussing equipment; current in coils.

5. Were paravanes or bow protection gear in use? Yes☐ No☐

26. Were there any outstanding circumstances or peculiarities of the explosion (flash, fumes, odors, after burning on surface, unusual behavior of torpedoes before exploding, etc.) Yes ☐ No ☐ If yes, explain — None noticed

27. A brief complete outline of extent of damage caused by each hit.

(a) Hull damage such as ruptured and distorted deck, shell and bulkhead plating (give dimensions and location). — Torpedo hit in lower hold No. 4. Deck and plating ruptured.

(b) Machinery damage, main and auxiliary.

(c) Fire damage (state interval from time of hit until time fire was first observed, and exact location where fires started).

(d) Radio damage — Aerials destroyed.

(e) Ship control (damage to instruments, steering gear, etc.)

(f) Flooding (state whether immediate or slow - affected by open or loosely dogged water-tight doors and hatches).

(g) Shock damage

(h) Fragment damage (give size of fragments).

Boarding

28. Was ship boarded by enemy and how? Yes ☐ No ☒

OFFENSIVE ACTS OF ENEMY

Gunfire

21. At what range did enemy open fire? Difficult for survivors to say but estimated from 800 - 1000 yards off starboard forward.

(1) Relative bearing of enemy ship

(2) Was any shot fired "across bows" as warning? Yes ☐ No ☒

22. Number of rounds fired by enemy:

(a) Before ship was abandoned — Hits — None

(b) After ship was abandoned — Hits — At least 40 shells fired

(c) Approximate rate of fire — Rapid

(d) Contact or delay shell fuse action; if delay how far did shells travel beyond point of entry to point of explosion? Judged to be contact.

Torpedo or Bombing

23. Distance and bearing of submarine or aircraft when torpedoes or bombs released. Not known

(a) If bomb state: ----

(1) whether horizontal or dive release
(2) altitude of release
(3) angle of dive

24. Was there any way on ship at time of torpedo or bomb hit(s)? Yes ☐ No ☐ Yes. See No. 6

(1) If so, how much?

(2) How soon after hit were main engines secured?

25. Number of torpedoes or bombs released — One torpedo

(a) Hits — One

(b) Near misses (how near) — ----

(c) Before and after abandoned — ----

(d) Contact or delay explosions: — Contact

(1) If delay how long (distance from point of impact to point of explosion)

13. (a) What colors, if any, was ship flying at time of attack? No

(b) When were they hoisted? ----

14. (a) If attack took place at night, what lights, if any, was ship showing? None

(b) If navigation lights were burning, were they dimmed? Not lighted.

15. How was ship maneuvered after sighting enemy? Not maneuvered.

16. (a) Were any other vessels in sight? Yes ☐ No ☒

(b) If so, what were their positions and movements and names if known? ----

(c) Did any signal pass between them and the ship or enemy? Yes ☐ No ☐ ----

17. Was ship equipped with radio? Yes ☒ No ☐

(a) Did she use it? Yes ☐ No ☒ What signals? Impact of torpedo brought down aerials.

(b) Was any reply received? Yes ☐ No ☐ From whom? ----

(c) How long before attack did ship last use her radio? And on what wave length?

(d) Did enemy order silence or jam radio transmission? Yes ☐ No ☐

(e) What were the ship's call letters?

18. (a) What course was submarine, raider, or aircraft steering when last seen, or, if submarine, did she dive? Disappeared into darkness. See No. 12

(b) Time enemy ship was last seen? 0115 GCT June 30th.

CONFIDENTIAL DOCUMENTS

19. (a) Were there Navy or British codes on board? Yes ☒ No ☐

(b) Which ones? Not known to survivors interviewed

(c) What became of them? Sunk in weighted bag

20. (a) Were there any other confidential papers or mails on board? Yes ☐ No ☐

(b) If so, what became of them? All papers sunk with codes

(c) What did the confidential papers consist of? Not known

(NOTE: If codes or papers came to enemy hands, OpNav to be advised immediately by dispatch).

8. Weather conditions at time of attack:

(a) Clear ☒, rain ☐, fog ☐, snow ☐, haze ☐
(b) Condition of sea: Smooth ☒, choppy ☐, white caps ☐, swells ☐
(c) Wind: direction: Force:
(d) Moonlight, Yes ☒ No ☐
If yes, give phase of moon Almost full moon -- ship between moon and submarine.
(e) Bearing and height of the sun
(f) Visibility Good

9. (a) Was ship attacked with torpedo by submerged submarine? Yes ☐ No ☐ Presumably

(1) When torpedo was fired were any people still on board? Yes ☒ No ☐
If so, how many? Entire crew.

(b) If attacked by submerged submarine:

(1) Was periscope of submarine seen? Yes ☐ No ☒
(2) Was track of torpedo seen before vessel was struck? Yes ☐ No ☒
If so, at what distance from own ship?
(3) What avoiding action was taken? None.
(4) Did submarine subsequently come to the surface? Yes ☐ No ☐ If so, when? About fifteen minutes after torpedo struck submarine began shelling ship. About 1000 yards distant.
At what distance?
(5) Were any signals sent by the submarine? Yes ☐ No ☒ If so, describe

10. (a) Was ship attacked with gunfire? Yes ☒ No ☐
If so, give details under No. 21 and 22
(b) Was enemy seen prior to the attack? Yes ☐ No ☒
(c) Was any warning or order given by enemy? Yes ☐ No ☒
If so, what?

11. How many lookouts were on watch? Six

(a) Where were they stationed? 1 forward; 1 aft; 1 midship; and 3 on bridge.

(b) Did they have binoculars? Yes ☐ No ☐

(c) How long had they been on watch?

(d) Were they trained lookouts? Yes ☐ No ☐

(e) State the approximate height of lookout stations above the sea.

12. Speed and course of aircraft, raider, or submarine relative to ship when first sighted, or when attack commenced Submarine never seen except more than hour after torpedo hit and after shelling. Submarine then disappeared into darkness.

4. Ship's position, date and time — At 2325 GCT on June 29th, at 25° 30' N - 57° 45' W torpedo hit ship.

(a) When enemy was sighted,

(1) Date (local) and time (specify whether GCT, Zone, War Time).
(2) Depth of water

(b) When attack commenced

(c) Was warning given? Yes ☐ No ☒ If so, what?

(d) Ship's position, date and time — At about 2335 GCT ship was abandoned. It sank at about 0115 GCT on June 30th at approximately same position as above stated.

(1) When ship sank, or

(2) When chase was abandoned

(e) Ship's position, date and time ship was abandoned

5. (a) What was the cause of ship sinking (torpedo ☒, gunfire, ☐ bombs ☐, or mine ☐, interval explosion ☐, other ☐)

(1) Estimated type, weight, diameter of projectile bomb, torpedo or mine

(b) Was she seen to sink? Yes ☒ No ☐

(1) Manner of sinking: (a) Capsized ☐ (b) Even keel ☐ (c) Plunged ☐ (bow ☐ or stern ☐ first) (d) Listed ☐ (to port ☐ or starboard ☐, degree of list ___) (e) How long afloat after being hit?
(2) Depth of water where sunk?

6. Course and speed of ship when enemy was first sighted or when attack commenced — 335° per steering compass

11 1/2 knots.

(1) Course and speed after damage

(2) Drafts, forward and aft, before and after damage (approximate)

7. Was ship zigzagging? Yes ☒ No ☐ If so,

(a) Nature of zigzag

(b) How long had ship been zigzagging previous to the attack? — Continuously since leaving Capetown.

NNI-1a2 (Revised)
CONFIDENTIAL

ENCLOSURE " A"

Intelligence Report

ENEMY ATTACK ON MERCHANT SHIPS

From Officer in Charge, Intelligence Field Unit At St. Thomas, V.I. Date August 17, 1942

Subject M/S TYSA, Torpedoing and Sinking of

Name of Ship M/S TYSA Flag Dutch

Type

(1) Tanker ☐
- (a) Single Bulkhead ☐
- (b) Twin Bulkhead ☐
- (c) Summer Tank ☐

(2) Cargo ☒

(3) Passenger ☐

(4) Passenger-cargo ☐

Gross Tonnage 5327 Whether Armed Yes ☒ No ☐

Date of Attack June 29, 1942 Position at Attack 25° 30' N - 57° 45' W

Whether Sunk ☒, Damaged ☐, Captured ☐, or Escaped ☐

PARTICULARS OF SHIP AND VOYAGE

	Questions	Answers
1.	(a) Port of Departure	Capetown
	(b) Date of Sailing	May 8, 1942
	(c) Destination	Baltimore
	(d) Route Instructions	Received at Capetown
2.	Name of Owners and Charterers (if any) (If on Government Service the fact should be stated)	British Ministry of Shipping
	(1) Cargo	
	(a) Loaded or in ballast (type of ballast)	
	(b) General description and weight of cargo	
	(c) Deck load (give distribution)	
	(d) When a tanker give distribution and amount of liquid cargo or ballast	
3.	Full Christian Name, Surname and Nationality of Master	Y. Leenders - Dutch

Enclosure (A) to Serial No. 01011016

Encl. 'A'

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8-0 COMMANDER IN CHIEF
U.S. FLEET
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HEADQUARTERS
TENTH NAVAL DISTRICT
SAN JUAN, PUERTO RICO

CONFIDENTIAL

25 August 1942

Serial 1761

From: District Intelligence Officer, TENTH Naval District.
To: ✓Commander in Chief, UNITED STATES Fleet.
Vice Chief of Naval Operations, (Director of Naval Intelligence).

Subject: M/S"TYSA", (Dutch), torpedoing and sinking of.

Enclosures: ✓(A) Form N.N.I. 142 (Revised), Intelligence Report concerning enemy attack on merchant ship.
✓(B) Extracts from Log of J. Roggeveen, Chief Mate of subject vessel.
✓(C) Form N.N.I. 142-X, Intelligence Report concerning enemy attack on merchant ship.
✓(D) Summary of Statements by survivors of subject vessel.

1. Enclosures (A), (B), (C), and (D) forwarded.

R. L. WALKER

CBN