

RETAIN COPY

Reg. 350/23.

Drawn up to Cuxhaven the 11 of Oktober 1923 (nineteen hundred and twenty three).-----

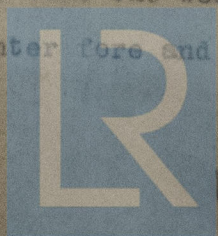
In presence of myself, the public and sworn notary of the Hamburgish district Cuxhaven, Roland P a t o w, doctor of rights to Cuxhaven, appeared to-day in my office:-----

Captain James Stephenson from Newcastle o/tyne represented by Mr. Peter H e i n, shipbroker at Cuxhaven and requested to certify the following declaration of protest.

Captain Stephenson declared:-----

During the voyage from Tyne to Petrograd our lighter "Cretedyke" was in tow of "Creteboom". A serie of violent westerly gales and very heavy confused seas were encountered. On the afternoon of the 9th of Oktober, when "Creteboom" was making strenuous efforts to get us under the lee of Heligoland, the lighter was strucked by an enormous sea which placed both vessels in jeopardy and started the lighter's fore-hatch which began to fill rapidly.

Signals were then made that the lighter was in distress. The "Creteboom" then made every effort to save my crew, but despite these efforts was driven off by the tremendous confused sea. Fortunately the stretch of wire held the lighter's head to wind and prevented the lighter been driven on to the sandbanks to the eastward of Heligoland. At this time the weather increased in fury, sweeping the lighter fore and aft, taking every-



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thing before it. Both lifeboats were torn from the chocks and at daylight we were approached by a German cruiser. During the whole of this period distress signals were exhibited by "Creteboom" and "Cretedyke" in an endeavour to attract the attention of lifeboats in the vicinity. The German cruiser got a line on board the lighter but as soon as a strain was put on it, it carried away. We were next approached by tugboat "Jason", who made endeavours to tow lighter into Elbe, but the lighter founded and it was only by the superb seamanship of the Captain of "Jason" that we were safed from the doomed lighter and landed safely at Cuxhaven.

This protest may be extended later.

This declaration was read out to the Captain Stephenson and he declared further! I protest against wind, weather and sea and assure instead of oath, that I and my crew are personally free of any fault or neglect.

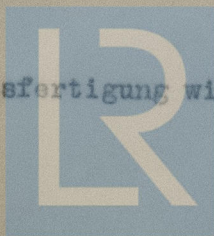
I intend only to make use of this instrument of protest in foreign countries. The whole document was read out to Captain Stephenson and was put before him for approval, approved and signed personally, as follows, also signed and sealed by me the notary.

Gez. James S t e p h e n s o n.

(L. S.) Gez. Dr. Roland P a t o w.

ohnung besonders
ez. Dr. R. P.

Diese erste Ausfertigung wird Herrn Capitan



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S t e p h e n s o n hiermit erteilt, Cuxhaven,
den 12 (zwolften) Oktober 1923 (neunzehnhundert-
dreiundzwanzig). - - - - -

(Sgd.) Dr. Roland Patow

rechnung besonders!

Notar.

(Sgd.) Dr. R.P.



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