

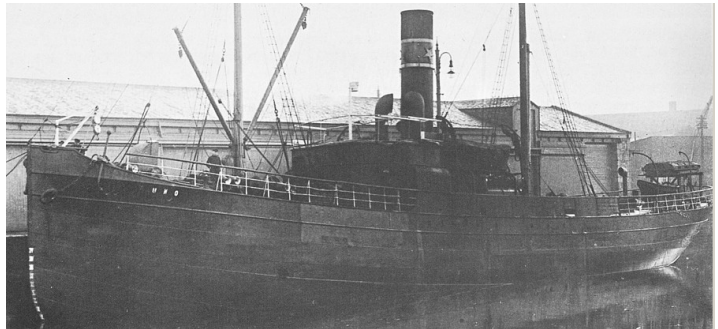
Otto Gundersen Lie

1896—1941



LIE, OTTO GUNDERSEN, sjømann, Porsgrunn. Født 4. oktober 1896 i Eidanger, s. av Ole Gundersen Lie, f. 1858 i Gjerpen, og Anna f. Halvorsen, f. 1865 s. st. Seilte i alliert fart med d/s Rask, og omkom 8. oktober 1941 da skipet ble bombet i senk av tyske fly. Det var på reise mellom Cork og Newport Mon.

DS. Rask (Tidligere Uno) var på reise fra Cork til Newport i ballast. Hun holdt seg innenfor irsk territorialfarvann, nær Tuscar Rock, da hun 19. september 1941 ble angrepet av tre tyske fly. To av flyene ble truffet av maskingeværene på Rask og forsvant. Det tredje flyet kom tilbake, og Rask ble senket. Det var mørk natt og bitende kaldt, men den ene av livbåtene kom seg velberget inn til Blackwater. En av livbåtene kom inn i grunnbrott på irsekysten og kantret gang på gang. Av de 12 om bord druknet sju. Resten ble tatt opp av en nærliggende båt. Fem nordmenn, tre briter og en svenske omkom.



D/S Rask

Rask had departed Cork alone in ballast for Newport on Oct. 19-1941, sailing within Irish territorial waters, 1-2 miles off shore along the coast. At about 18:30 that evening, when near Tuscar Rock, she was attacked by 3 German aircraft which came back several times and dropped bombs or torpedoes, all detonating in the sea. Her 5 machine guns were manned by the 2 British gunners as well as by the 1st mate, the 1st engineer, and Able Seaman **Antonsen**. 2 of the attacking planes were believed to have been hit and they all took off; one of them was seen wobbling just above sea level before it disappeared out of view. The 3rd aircraft returned about 20 minutes later, flying low over the ship and suddenly a powerful explosion occurred underneath the bridge, causing the engine to stop and she heeled over to port. The port lifeboat left the ship with 12 men on board, while the others struggled with the starboard boat which was hanging upside down because the tackle had become unhooked in the explosion. They managed to get it on the water, then stayed behind the ship for about half an hour until the captain was sure she had sunk, then rowed towards land. At about 02:00 they tied up to a light buoy for the rest of the night. The 5 in the captain's boat landed at Blackwater in the morning, Oct. 20. From there they were sent to Wexford. Meanwhile, the port lifeboat had gotten into some ground swells near land. It was believed to have been struck by bullets from the aircraft because it was leaking, and though they bailed continuously it kept getting filled and capsized several times, with the result that 7 died (it was bitterly cold), 3 of whom were British, 3 Norwegian and 1 Swedish. The remaining 5 were rescued at about 06:00, Oct. 20 by the British *Wallace Rose*, which also picked up 3 bodies. The 2nd mate was landed at Wexford where he was sent to the hospital for treatment, while the others were landed in Newport that same day. It looks like the 3 bodies were also left at Wexford, because while there, the captain made arrangements for the burial of Mess Boy **Patrick Tierney**, Gunner **John Stanley** and Stoker **Otto Lie**, before the survivors travelled on to Dublin, then Cardiff, with arrival in the evening of Oct. 25. The inquiry was held there on Oct. 30-1941 with the captain, the 1st engineer, the 2nd mate (officer on watch), and Able Seaman **Antonsen** appearing. George Monk, England has told me that Captain **Sigurd Martin Johan Martinesen** received a British "Commendation" for his actions (his source: Seadies List of awards to the British Merchant Navy which includes awards to Allied merchant seamen).