

# REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 80128 in R.B. Wreck Book, p. 16/51 Date of writing this report 30th April, 19 51

Vessel's Name Aux S. M. S. "Vale" of Burgsvik Tons { Gross 278  
Net 167

Built at Marsstrand When 1949 7 Casualty notice sent to Owner 4.4.51 Owner's reply 10.4.51

Owner's Name Victor Hansen & Co. (Victor Hansen, Mgr.)

Address Burgsvik, Sweden

Case previously before Committee.	Date	Particulars of Classification.	
	Last Minute	<u>Φ 100 A1</u>	<u>FLMC 7.49</u>
		<u>6.49</u>	<u>09</u>
		OIL ENGINES	

ualty - February, 1951

Particulars of Casualty

This ship was missing for eight days in February last, until she was found lying on her side in 18 metres of water off the island of Moen, eastern Denmark.

A diver reported that undoubtedly she had been sunk by striking a mine. Damage was not heavy, consisting chiefly of a few cracks in the hull, the maximum dimensions being about 4 feet long up to 5 inches wide.

In reply to the casualty notice the Owners state that a contract has been signed, the ship will be salved during May and taken to her builders' yard for repairs.

## SOURCE OF INFORMATION.

### OVERDUE VESSEL

VALE (aux.).—Cullercoats Radio, Feb. 20.—Following received from Malmo Radio at 3 55 p.m., G.M.T.: Grey painted three-masted motor sailing vessel Vale, SPEZ, left Ustka Feb. 15 for Nykobing, Falster. The vessel was expected to arrive at Nykobing Feb. 16, in the morning. Vessel has not yet arrived. All ships are to look out and report to Malmo Radio.

VALE (aux.).—Copenhagen, Feb. 21.—Swedish motor schooner Vale, which left Ustka for Nykobing, Falster, with coal, has still not arrived at her destination. Wreckage found drifting near Moen Island, suppose originating from Vale, indicating vessel mined.—Lloyd's Agent. (See issue of Feb. 21.)

VALE (aux.).—Stockholm, Feb. 21.—To-day's Press reports that auxiliary schooner Vale, which left Ustka on Feb. 15 for Nykobing, Falster, with a cargo of coal and was due at her destination on the following day, is overdue and feared lost. At about noon yesterday, a grey-painted auxiliary schooner was sighted five minutes distance east of Sandhammaren, but it is not certain that this was the Vale. A ship's gangway, thought to belong to the Vale, has been found at Moen. (See issue of Feb. 22.)

Stockholm, Feb. 22.—Press reports to-day state that search for the Swedish motor schooner Vale by Danish naval aircraft yesterday was without result and there is still no news of the vessel. Swedish aircraft were unable to take off from Blekinge owing to bad weather but it is hoped they may be able to go out to-day.

### OVERDUE VESSEL REPORTED

VALE (aux.).—Stockholm, Feb. 23.—To-day's Press reports that the ship's gangway picked up by auxiliary motor schooner Bremo has been identified as belonging to auxiliary schooner Vale, which is now presumed to have been lost through striking a mine or a wreck. (See issue of Feb. 24.)

Copenhagen, Feb. 26.—Motor schooner Vale located sunk in position lat. 55 1 N., long. 12 55 E.; cause so far unknown.

Stockholm, Feb. 24.—To-day's Press reports that the wreck of auxiliary schooner Vale was found yesterday by German motor yacht Uta lying in about 18-19 metres of water at Kriegers Flak. The vessel is lying on her side and is thought to have struck a mine.

VALE (aux.).—Gothenburg, Feb. 26.—A lifeboat from the Swedish motor vessel Vale, which was secured to the wreck, has been salved and taken to Copenhagen. A diver is to be sent to the scene of the casualty in order to ascertain the cause of the loss.—"Goteborgs Handels och Sjöfarts-Tidning." (See issue of Feb. 27.)

### MINE CASUALTIES

VALE (aux.).—Copenhagen, Mar. 1.—The wreck of the Swedish motor vessel Vale has been examined by diver, who ascertained that the vessel had undoubtedly been mined. A representative of the owners has come to Copenhagen to negotiate with Svitzer's with regard to eventual salvage.—"Helsingborgs Dagblad." (See under "Marine Casualties" in issue of Mar. 3.)

Suggested Record

Date of Committee

Committee's Minute

THURS 3 MAY 1951

Deferred

W.H.



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