

REPORT OF TOTAL LOSS, CASUALTY, &c.

FRANK BOX
No. 122

9064

No. 35796 in R. B. Wreck Book. p. 92/35

Date of writing this report 2nd December, 1935

Vessel's Name Steel S.S. "Vardulia"

of Glasgow

Tons Net 3602
Gross 5735

Built at Port Glasgow When 1917

3

Casualty notice sent to Owner 22/11/35 Owner's reply

Owner's Name Donaldson Line, Ltd. (Donaldson Bros. Ltd., Mgrs.)

Address 14, St. Vincent Place, Glasgow, C.1.

Case previously before

Date

Classing Committee.

Last Minute

Particulars of Classification.
+10091 +LMC 633
1234 BS 735
S.S. No 3429
S.S. No 134 TSN 134CL

Date of Casualty

19th October, 1935.

Précis of particulars of Casualty

This vessel, whilst on a voyage from the United Kingdom to Newfoundland with a cargo of coal, reported by wireless on the 19th October that she was in distress in lat. 58 N, long 18 30 W, with a dangerous list and requested immediate assistance.

Several vessels proceeded to the position indicated but no trace has been found of the vessel or of the crew, who took to the boats.

No reply has been received to the usual casualty notice addressed to the Owners.

SOURCE OF INFORMATION.

VARDULIA—Valencia Wireless Station, Oct. 19.—The following messages have been received:—
From British steamer Vardulia: At 6 48 a.m.: Position lat. 58 N., long. 18 30 W., want immediate assistance, have dangerous list.
At 6 55 a.m.: Now abandoning vessel.
From German steamer Pennland: At 8 a.m., G.M.T., in lat. 49 30 N., long. 18 W., speed 16 knots. Can reach in 32 hours if assistance helpful and still wanted.
From Dutch steamer Veendam: Our position at 7 30 a.m., G.M.T., lat. 50 42 N., long. 20 52 W. Am going to steamer Vardulia position, my speed 13 knots.
From British steamer Lord Kelvin: At 7 40 a.m., G.M.T., Lord Kelvin in lat. 49 55 N., long. 19 35 W., proceeding to assistance of steamer Vardulia. Speed eight knots. Cannot arrive under two and a half days.
From Dutch steamer Veendam at 8 58 a.m.: We can reach Vardulia tomorrow afternoon six G.M.T., my course now eleven. Keep us informed about other vessels please.
From British steamer Manchester Producer at 9 37 a.m.: 8 51 a.m., G.M.T., lat. 53 58 N., long. 26 32 W., steering for position of Vardulia, distance approximately 370. Can arrive position about 2 p.m. to-morrow.
From British steamer Lord Kelvin, at 9 45 a.m.: 9 40 a.m., G.M.T.: In view that steamers Newfoundland, Manchester Producer and Veendam are arriving at position considerably before I can, am proceeding on voyage.
From British steamer Cragpool at 9 48 a.m.: In lat. 52 55 N., long. 19 W., can reach Vardulia position in 36 hours, distance 330 miles; will proceed if no vessel nearer.
From German steamer Pennland at 10 49 a.m.: Possible to arrive at Vardulia position not before Sunday, 10 p.m. If useful will proceed thereto immediately.
From British steamer Laconia, at 11 10 a.m.: Thirty-three hours away from Vardulia.
From British steamer Briarwood at 9 50 a.m.: At 9 30 a.m., G.M.T., lat. 56 8 N., long. 27 40 W., steering 84 (deg.): Can reach Vardulia in 34 hours. Can we be of any assistance?
From steamer Blair Angus, at 1 20 p.m.: At 11 a.m., G.M.T., lat. 56 20 N., long. 22 32 W., proceeding best speed Vardulia position, be there and arrive 8 G.M.T. to-morrow.
From steamer Manchester Producer at 11 21 a.m.: Still proceeding to Vardulia, our 8 50 a.m. position makes us 29 hours away.
From Manchester Producer at 11 50 a.m.: Noon, G.M.T., in lat. 54 12 N., long. 25 46 W., distance from Vardulia's last position 332 miles, proceeding at full speed to assistance of crew, due in 26 hours.
From steamer Briarwood at 1 4 p.m.: At noon G.M.T. position lat. 56 9 N., long. 27 17 W., steering for Vardulia position, distant 300 miles; cannot arrive before 8 p.m. to-morrow (Sunday).

LL 21/10

Suggested Record

Lost 10, 35

Date of Committee

Tue. 3rd December, 1935.

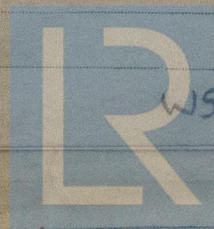
Committee's Minute

Lost 10, 35

330,434.

Character Assigned

as now
Subject



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W537-0022 1/2

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

W537-0022

LL 21/10 (cont.)

From steamer Newfoundland, at 2 12 p.m.: At 1 20 p.m., G.M.T., lat. 55-14 N., long. 25 14 W., steering for Vardulia position, expect to arrive at 10 a.m., G.M.T., Sunday (Oct. 20).

From Danish motor vessel Oregon (OZOC) at 1 23 p.m.: Steering for Vardulia, be there about 3 a.m., G.M.T., to-morrow.

From British steamer Briarwood, timed 3 35 p.m.: Observing five vessels will arrive Vardulia position before me, have resumed course for Manchester.

From Dutch steamer Veendam at 4 p.m.: Because motor vessel Oregon and steamers Blairangus, Newfoundland and Manchester Producer are much earlier, I intend proceeding to Plymouth.

From Dutch steamer Veendam, timed 5 p.m., G.M.T.: Heading for Plymouth at 5 p.m., G.M.T.

From Norwegian steamer Idefjord at 9 5 p.m., G.M.T.: Weather now improving, expect to reach Vardulia's position at 9 a.m., Sunday (Oct. 20).

New York, Oct. 19.—The Radio Marine Corporation had been advised that the Donaldson Line steamer Vardulia was abandoned by her crew at 1 45 a.m., E.S.T. The crew took to the lifeboats 700 miles NW. of the Irish coast.—Exchange Telegraph Company.

London, Oct. 19.—No information as to the fate of the crew of the Glasgow steamer Vardulia, which was abandoned about 700 miles off the North Irish Coast, had been received by the owners late to-night. The owners had received earlier in the day a wireless message from Captain William Paterson, of Glasgow, that he had been forced to abandon the ship. The reason was not stated. The Vardulia was bound to Newfoundland with a cargo of coal.

New York, Oct. 20.—The Glasgow steamer Vardulia, which was abandoned by her crew last night in mid-Atlantic, is reported by the Mackay Radio Station to have sunk.—Reuter.

LL 22/10

VARDULIA.—London, Oct. 20.—A wireless message received from the Danish motor vessel Oregon stated that at 2 a.m. to-day she reached the position which had been indicated by Captain William Patterson, of the steamer Vardulia, and that there was no trace of either the vessel or the crew. The Oregon cruised around for several hours, and later was joined by other vessels, mostly cargo steamers. Messrs. Donaldson Brothers, owners of the Vardulia, sent a wireless message to the Oregon requesting hourly bulletins, but the only reply received to-night was to the effect that the Oregon was still searching at 5 o'clock this afternoon, and that she had covered a very large sector.

The message received by the Donaldson Line from the master of the Oregon was: "Your wire received. Arrived Vardulia's position 2 a.m. Have searched sector 130 to 170 degrees from his (Vardulia's) position, and still proceeding east west. Now 45 miles 155 degrees from position. Danish motor vessel Disko searching our sector east side."

Valentia Wireless Station, Oct. 20.—Following received from British steamer Newfoundland at 7 35 p.m.: 8 30 p.m., G.M.T., have logged 107 miles on zigzag courses in sector 100 to 130 from steamer Vardulia's position, nothing sighted, now altering course to 113 towards destination.

Following received from Norwegian motor vessel Sonnavind, timed 7 20 p.m.: Position at 7 15 a.m., G.M.T., lat. 57 40 N., long. 17 50 W., have searched for steamer Vardulia from daybreak to dark, no sign of ship or crew, proceeding on our course for Montreal.

London, Oct. 21.—The following message was received last night by "The Daily Telegraph" from the master of the steamer Manchester Producer: No trace of the missing crew has so far been found. Seven vessels—the Sonnavind, Oregon, Disko, Idefjord, Newfoundland, Blairangus and Manchester Producer—have been searching for any trace of the steamer or her boats, each searching in different sectors all around her last position.

Valentia Wireless Station, Oct. 21.—Following from Danish motor vessel Oregon at 10 35 a.m., G.M.T.: Nine a.m., G.M.T., position lat. 56 39 N., long. 19 43 W., abandoned searching for the steamer Vardulia's lifeboats without result.

Copenhagen, Oct. 21.—Danish motor vessel Disko reports that she took part with eight other steamers all day yesterday in the search for the missing crew of the Vardulia, but without result. The search was continued throughout the night. The Disko and the other steamers are now giving up the search, as it is feared that all the crew of the Vardulia have been lost.—Reuter.

London, Oct. 21.—A salvage vessel which left Queenstown on Saturday (Oct. 19) to search for the boats containing the crew of the steamer Vardulia is expected to arrive at the spot to-day, and she will continue the search.

LL 23/10

VARDULIA.—London, Oct. 22.—Donaldson Line, Ltd., owners of the steamer Vardulia, issued the following statement last night: The search for the lifeboats of the Vardulia is being continued in every possible way, and we are still hopeful. Vessels that are or will soon be in the vicinity are the Anchor Line steamer Transylvania, bound for New York, which left Belfast on Oct. 20, our own steamer Letitia, which also left Belfast on Oct. 20, the steamer Kastalia, east bound for the Clyde, from Montreal, and the steamer Athenia, also east bound. All ships have instructions to join in the search, and are communicating with each other by wireless.

Valentia Wireless Station, Oct. 22.—Following received from British steamer Panad Head, timed 7 30 p.m., G.M.T., Oct. 21: Since daylight this morning 120 miles E. by N. of Vardulia's last heard of position, have maintained an intensive look-out unfortunately without results.

London, Oct. 22.—The owners of the steamer Vardulia received two messages to-day from the steamer Letitia stating that visibility was not good, and that although a vigilant look-out was being kept nothing had been sighted.

Character Assigned

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