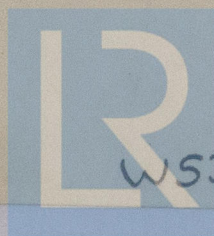


S.S. "VARDULIA"

QUESTIONS

Solicitor,
Board of Trade.



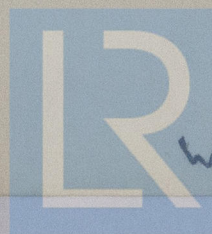
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Lloyd's Register
Foundation

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QUESTIONS

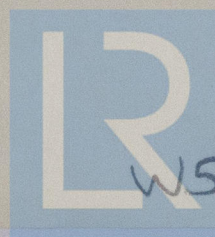
1. What was the original name of the steamship "VARDULIA"?
When and by whom was she built? When was the steamship
purchased by the Donaldson Line Limited? What was her
purchase price? Who was her registered manager?
2. Was an inclining experiment conducted on the "VARDULIA"
in August 1930. If so, what was her light weight
displacement at that time?
3. What surveys of the s.s. "VARDULIA" were carried out by
the Surveyors of Lloyd's Register of Shipping between March
1933 and April 1935?
4. What classification did the vessel hold from Lloyd's
Register of Shipping at the end of those surveys?
5. What was the value of the vessel when she left
Manchester on the 1st October 1935? What was the amount
of the insurances then in force on and in connection with the
vessel?
6. What cargo was laden on board the vessel at Manchester?
Where was it laden? Was it properly and securely stowed?
Were the trimming hatches left clear?
7. When did the vessel reach West Hartlepool after leaving
Manchester?
8. When the vessel loaded her coal cargo at West Hartlepool
in October 1935 (a) by whom was the plan of loading decided
and approved; (b) had the Master any instructions as to the
trimming of the cargo loaded into the ship?
9. What amount and description of coal was shipped in each
of (a) the 'tween decks; (b) the holds of the vessel at
West Hartlepool?



10. Were any, and if so what, spaces left in any, and if so which, of (a) the 'tween decks; (b) the holds of the vessel at West Hartlepool?
11. Was the coal cargo stowed and trimmed properly and safely in each of (a) the 'tween decks; (b) the holds at West Hartlepool?
12. Was any, and if so which, portion of the cargo of a nature which rendered it liable to shift unless it was properly and safely stowed and trimmed? If so, where was that portion of the cargo stowed? Was it safely stowed and trimmed?
13. Who was responsible for the proper and safe stowage and trimming of the coal cargo?
14. What supervision of the stowage and trimming of the coal cargo was carried out and by whom? If such supervision was carried out, was it proper and sufficient?
15. Was the vessel in collision with the s.s. "SILVERPINE" whilst she was at West Hartlepool? If so, was any structural damage done to the "VARDULIA" by the collision? Did the damage suffered by the "VARDULIA" by the collision have any effect in causing the accident?
16. When the vessel left West Hartlepool on the 12th October 1935
- (a) Was she in good and seaworthy condition as regards hull and equipment?
 - (b) Was she properly supplied with boats, lifesaving appliances and distress signals?
 - (c) Were the hatchways covered and adequately protected and secured?
 - (d) Were the hatch covers sufficient and in good condition?



- (e) Were the tarpaulins and battening down appliances in good condition and sufficient for the purpose of the intended voyage?
17. Was the vessel upright when she left West Hartlepool? If not, what list had she and in which direction? Had the list any, and if so what, effect in causing the casualty?
18. What were the draughts of the vessel fore and aft when she left West Hartlepool?
19. When the vessel left West Hartlepool was due consideration given to what her mean draught would be when she entered the North Atlantic Seasonal Winter Zone on the 15th October?
20. Was the mean draught which the vessel had when she left West Hartlepool on October 12th, 1935 safe and proper having regard to all the circumstances of the voyage on which she was starting?
21. When the vessel left West Hartlepool on the 12th October had she safe stability, assuming that her cargo had been properly stowed and trimmed?
22. When the vessel left West Hartlepool on the 12th October 1935, was she so loaded as to be in a safe and seaworthy condition from the point of view of stability?
23. Were any, and if so what, wireless messages relating to the state of the weather sent out or received by the s.s. "VARDULIA" between the 15th and 18th October 1935?
24. What was the state of (a) the weather; (b) the sea; (c) the wind in the vicinity of the s.s. "VARDULIA" on the early morning of the 19th October 1935?
25. Were any, and if so what, wireless messages sent out by the s.s. "VARDULIA" on the early morning of the 19th October 1935?



26. What was the last wireless message from the "VARDULIA" which was recorded by any other station in the morning of the 19th October 1935, or afterwards?
27. What was the position of the "VARDULIA" when she sent out her wireless messages in the early morning of the 19th October 1935?
28. When and where was the s.s. "VARDULIA" lost?
29. What was the cause of the loss of the s.s. "VARDULIA"?
30. How many members of the crew of the vessel lost their lives as the result of the casualty to her?



27.3.36.

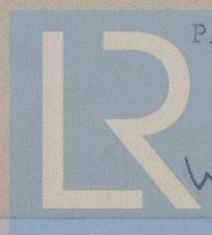
S.S. "VARDULIA"

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QUESTIONS

Solicitor,
Board of Trade.

PARKER GARRETT & CO.
St. Michael's Rectory,
Cornhill, E.C. 3.



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