

Encl. to Lloyd's Register of Shipping

INGLEDEW & CO.

Milburn House,

Dean Street,

NEWCASTLE ON TYNE 1.

25th March 1936.

Messrs. Parker Garrett & Co.
St. Michael's Rectory,
Cornhill, E.C. 3.

Dear Sirs,

S.S. "Vardulia"

We attended at this Inquiry which was continued again to-day.

The following witnesses were called. -

1. R. Taylor. - a Marine Store Dealer who purchased surplus dunnage and whose evidence was to the effect that there was sufficient dunnage left in the tween decks.
2. Thomas Stothard. - Foreman Rivetter employed by Messrs. Grey Brothers. West Hartlepool who stated that the damage due to the collision with another vessel shortly between sailing was to the bulwarks and in no way affected her seaworthy condition.
3. Two Foremen Trimmers of West Hartlepool named West and Foster then gave evidence.

Their evidence was not at all satisfactory as it appeared that they had not been specially in charge of the "VARDULIA" trimming but had also been engaged in supervising

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other vessels which were loading at the same time; in point of fact it was clear that they had not paid much attention to this ship and were anxious to throw any responsibility that there might be, on to the ship's officers. West stated however that he thought that 1600 tons of coal should have gone into No. 2 lower hold but actually it appeared that a considerable portion of this had been stowed in the tween decks which appeared to indicate that the coal in the lower holds had not been properly trimmed.

4. 8 Chargemen Trimmers were then called. - These men were in charge of the various gangs who were trimming the "VARDULIA'S" cargo in her holds. In every case they stated that the lower hold, with which they were concerned, was absolutely filled up to the beams. So far as the tween decks were concerned, except that No. 1 tween deck was quite full of coal, the other tween decks were not full and it appeared that in some of the tween decks at any rate the coal was pyramided in the centre to a certain extent.

It will of course be remembered that there was also a certain small quantity of General Cargo in the tween decks - that in No. 1 was apparently buried by the coal but in other cases the coal merely came up to it on the deck level.

5. Capt. Hay - Assistant Dock Master at West Hartlepool then gave evidence and stated that on sailing the vessel had a list of about 4 degrees and that he asked the Captain to try and take this list out. The vessel actually sailed with the list but

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the master said he would correct it when he got outside. In conversation with the Captain the latter had referred to the hatches being damaged on previous occasions but this appeared to refer to the wedges having been driven out by heavy weather and as previously mentioned, steps had been taken by the Owners to prevent this recurring.

6. Capt. Bogey Pilot of West Hartlepool, stated that he took the "VARDULLA" to sea but the master had told him that she was 50 tons short of cargo when the vessel sailed. He noticed the list but thought that this could be put right either by means of filling the tanks or by using the bunkers from the port side. He also particularly noticed that very thick wooden battens had been fitted on No. 1 & 2 hatches.

7. J.T. Jackson next gave evidence. He was the Manager of the Colliery Agents who supervised this cargo and he gave particulars as to the quantity of coals loaded into each hatch. It was however quite impossible for him to say what proportion of these quantities had been put into the lower hold as compared with the tween decks. The quantities had been obtained from the Colliery Company and it seemed that certain of the weights had been taken some considerable time previously when the coal had first been raised. He gave particulars of the stowage of these types of coal and mentioned that the small coal part of which formed the cargo of this vessel, "ran" very easily.

8. S.Whitehead - Assistant Manager of Sir Robert Ropner & Co.

Ship's Agents - gave information as to certain unimportant communications which had passed between his firm and the master.

9. A. Cowling Outdoor Officer for the Board of Trade gave particulars of the vessel's drafts at the time of sailing.

10. A.C. Parkin - B.O.T. Surveyor at West Hartlepool explained that the Captain had been to see him about the vessel's draft as he knew that he would get into the North Atlantic Winter zone on October 15th, while, at the date of sailing he was in the Summer zone. The B.O.T. Surveyor arranged that he should sail $3\frac{1}{2}$ inches light of his Summer marks so that by the time that he arrived at the North Atlantic Winter zone on October 15th he would be to his Winter marks by reason of having used Stores and Bunkers during the intervening days. This witness also gave further particulars as to the list, which was in fact 3.5 degrees and was not serious. It was pointed out that the master could easily put this right by using bunkers from the port side and further at the time of sailing, there was 60 tons of water in the starboard division tank and none in the port division tank. This 60 tons of water accounted for the list. Mr. Parkin also gave evidence as to the angle of repose of the small coals and stated that they "ran" very easily, almost like grain at an angle of between 30 and 37 degrees.

The hearing terminated at 4 o'clock and it is understood that the B.O.T. will call two more witnesses to-morrow and that the other parties propose to call no witnesses. Under these

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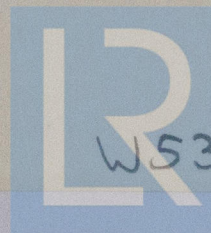
circumstances it is hoped that the proceedings will terminate to-morrow evening.

We may say that the Cross-Examination has not been at all serious from any point of view and certainly there has been no attack of any kind made against Lloyd's.

The only point that the Sillers' & Firemen's representative seems to be trying to make arises in connection with the list and also with the collision damage. Neither of these however by themselves, we are confident, have anything to do with the matter.

Yours faithfully,

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