

S.S. "VARDEFJELL"

Extract from Eng. scrap Log Book

Clyde 11th December 1942 at 1831 discharged Pilot, revolution 72920 consumption, 3,555 Kilos. Stoking port boiler 4 hours, shifted in reserve ball in separator, stoked fire 4 hours, stoked fire 4 hours stoked fire 4 hours, cleaned lubricating separators stoked fire 4 hours cleaned separator and filter.

12th December Revolution 24 hours 114610 no consumption given. Cleaned oil filter stoked fire 4 hours, cleaned lubricator separator, separated system oil, stoked b.b. 4 hours cleaning. Fireoil separator cleaned Cleaned strainers from bilges stem.

13th DECEMBER revolution 33807. At. 2320 violent shaking in ship, telegraph ordered hard astern and order executed but telegraph continued ringing. After several telephone calls without receiving any reply from bridge the 1st Engineer was called. Received advice that ship was torpedoed or broken in two. Engine was stopped. All men on deck. Ship had broken in two parts and foreship came drifting downwards on port side. Stbd. lifeboat was lowered. This and 3 port lifeboats capsized while being lowered. Forward lifeboat lowered and crew boarded this. Owing to heavy sea and rolling it was difficult to get the boat lowered as the three lifeboats were in the way. The men re-entered the ship but 4 men fell in the water when boat capsized Braaten and pumpman were saved but Stoker Othenin and 1st Engineer Ugdstad disappeared. The forward part of the aftership dropped deeply into the water and the auxiliary was stopped as there was danger heating of bearings might occur. Boiler shut off about 2400 4 o'clock next morning steam raised and steam dynamo started for light. Heavy sea and hurricane. A boat passed and morsed to her and received reply but she passed on. Forenoon the wind dropped and weather improved. Another ship passed which also answered. In the evening wind and weather deteriorated. Lifeboat and raft were taken in tow aft. Ship is leaking and oil is flowing into sea. The foreship with Captain, Mate, steward, messboy, one A.B. and a sailor had drifted away from us and was last observed 07.00 in the morning. All men take their turn in engine for stoking the boiler.

Monday 14th DECEMBER Port boiler in use for light and pumps. Heavy sea.

Tuesday 15th DECEMBER Pumped up air both auxiliaries made ready and main motor started 1600. Slow speed astern.

Wednesday 16th DECEMBER Slow speed astern.

Thursday 17th DECEMBER ditto

Friday 18th DECEMBER Heavy sea, slow speed astern. A plane observed us 12.00 and stopped in engine. Started 14.00.

Saturday 19th - Tuesday 22nd December Slow speed astern

Wednesday 23rd December Heavy sea and hurricane slow speed. 20.00 saw land. Tried to get in on an island but as we sagged land on both sides we were afraid of grounding. Working on sea anchor.

Thursday 24th DECEMBER All men working all through the night trying to make a sea anchor. Heavy sea, hurricane during night but dropped during the day. 12.00 observed 2 boats coming out for salvage. Lowered lifeboat and was taken onboard a fishingsmack and left ship 1305. 16.00 2nd Engineer with men from S.S. "SMERALD" went onboard and tried to get the ship in. Engine was in use but it was difficult to steer. Broke 3 wires during the attempt. Left ship during the night about 3.20.

INFORMATION DEPT.