

s.s. "VARDULIA"

Moulded dimensions : 420.47' x 55.68' x 31'-3 $\frac{3}{4}$ ".

Poop, bridge and forecastle covering 48% of length.

Sheers : 138" and 69".

Freeboards from top of steel deck :-

	<u>1906</u>	<u>Convention</u>
Summer	6 - 1 $\frac{1}{4}$	6 - 2 $\frac{1}{4}$
T.F.	5 - 0	5 - 0 $\frac{3}{4}$
F.	5 - 6	5 - 7
T.	5 - 7 $\frac{1}{4}$	5 - 8
W.	6 - 6 $\frac{3}{4}$	6 - 8 $\frac{1}{2}$

The 1906 freeboards were retained.

Summer load draught corresponding to the above freeboard 25'-5".

Convention freeboards were assigned on 15th April, 1932, subject to snifting holes being drilled in air pipes, the freeing port area in wells being increased to 21 $\frac{3}{4}$  square feet forward and 22 square feet aft, and lifelines being fitted.

These conditions were complied with, and a certificate was issued on 24th October, 1932 valid until 30th April, 1934.

A freeboard annual survey was held at Swansea on 9th November, 1933.

A freeboard renewal survey was held at Glasgow on 28th April, 1934 and new certificates dated 26th April, 1934 were issued. These were made valid until 28th February, 1939.

A freeboard annual survey was held at Glasgow on 11th April, 1935.



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CLASS

The vessel was built by Russell & Co. in 1917 for the Verdun S.S.Co. of Glasgow (Gow, Harrison & Co., Mgrs.), and was classed \*100A1.

SPECIAL SURVEYS

S.S. Mdb. No.3 - 4,29  
S.S. Sws. No.1 - 34.

Steam steering gear - Caldwell & Co.  
Hand " " - Warps and blocks from after winch.

BULKHEADS

One intermediate bulkhead and one tween deck bulkhead dispensed with, 5 BH to upper deck, 1 BH to second deck only.

HATCHWAYS IN WELLS

No. 1 - 24'-9" x 18' - 0"  
No. 2 - 30'-0" x 18' - 0"  
No. 4 - 33'-0" x 18'-0"  
No. 5 - 24'-0" x 18'-0".

Coamings - 30" high.  
Webs - about 6 feet apart.  
Covers - 3" at No. 1  
2½" at Nos. 2,4 & 5.  
Tarpaulins - 3 at each.  
Cleats - 20" - 23" apart.

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SUMMARY OF REPORTS.

Swansea Rpt. 19696 dated March 1933 - Hull and machinery.

Hull :- Damage and part S.S. 2nd No.1.  
Some started rivets renewed. Some electric  
welded repairs on sternframe (5,27) now

Swansea Rpt. 19696 continued

examined and found efficient. Record removed from Special Reasons List.

Machinery:- Propeller examined after being fouled by rope.

Newport Rpt. 23178 dated June 1933 - Hull and machinery

Hull :- Part S.S. 2nd No.1.

Machinery :- Part machinery survey and boiler survey.

London Rpt. 98999 dated July, 1933 - Machinery only.

Part machinery survey and completion of boiler survey.

Bristol Rpt. 12956 dated September, 1933 - machinery only

Examination of thrust shaft coupling at Owners' request.

Swansea Rpt. 19979 dated September 1933 - Hull and machinery

Hull :- Part S.S. 2nd No.1.

Machinery :- Part machinery survey.

Montreal Rpt. 3835 dated December 1933 - Hull only

Ice damage - 2 shell plates on port side slightly set in between frames. No repairs carried out

Swansea Rpt. 20149 dated February 1934 - Hull and machinery

Hull :- Damage and part Special Survey.

Damage through heavy weather, ice and striking quay wall. 3 shell plates renewed. 16 shell plates removed, faired and replaced. 12 shell plates faired in place. Repairs to frames, double bottom etc.

Swansea Rpt. 20149 continued

No.8 plate in third strake below sheer starboard side welded in way of crack between two rivet holes.

A mark, 10" long,  $1\frac{1}{2}$ " deep x  $1\frac{5}{8}$ " wide, on the sternframe (rudder post near top of aperture) dressed and electric welded.

Steering gear opened out and examined, and tried on completion.

Machinery :- Damage and completion L.M.C.

Machinery overhauled and considerable renewals and repairs effected.

Special Reasons List - sternframe and shell plate No.8 in third strake below sheerstrake (E.W.2,34) to specially examine at next dry docking.

Swansea Rpt. 20226 dated March, 1934 - Hull only

Part Special Survey held afloat.

Glasgow Rpt. 54498 dated May, 1934 - Hull only

Part Special Survey. Freeboard renewal survey held. (Afloat).

London Rpt. 100451 dated August, 1934 - Machinery only.

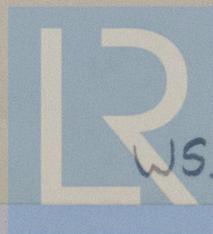
Boiler survey held. Record given B.S.8,34.

Montreal Rpt. 3965 dated September 1934 - Hull only

Damage caused by main mast buckling.  
Temporary repairs carried out.

Liverpool Rpt. 104489 dated October, 1934 - Hull only

Mast examined and repairs deferred.



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Glasgow Rpt. 55264 dated December 1934 - Hull and machinery.

Hull :- Mast repaired. Outstanding scaling of holds completed. No. 12 plate in 4th strake below sheerstrake starboard side in way of horizontal shell bracket at engine room bulkhead fractured between two rivets. Now welded and to be examined at next dry docking.

Machinery :- Docking examination only.

Manchester Rpt. 8389 dated July, 1935 - machinery only.

Part boiler survey held, valves still to be adjusted.

West Hartlepool Rpt. 17483 dated August, 1935 - machinery only.

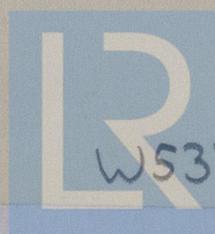
Completion of boiler survey. Valves adjusted under steam.

West Hartlepool Rpt. 17502 dated October 1935 - Hull only.

Damage through contact with another ship at Hartlepool on 9.10.35. Bulwarks in forward well damaged :- 3 plates set in. 2 rail bars buckled. Number of bulwark stays buckled.

No repairs carried out but ship stated to be efficient.

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Outstanding conditions at time of departure on last voyage.

(1) Sternframe to be examined at next dry docking (Swansea Rpt. 20149, 2,34).

(2) Shell plate No.8 in 3rd strake below sheerstrake starboard side which was electrically welded 2,34 (Swansea Rpt. 20149, 2,34) to be specially examined at next dry docking.

(3) Shell plate No. 12 in 4th strake below sheerstrake starboard side which was electrically welded 12,34 (Glasgow Rpt. 55264, 12,34) to be specially examined at next dry docking.

(4) Damage to bulwarks in the forward well on starboard side on account of collision (West Hartlepool Rpt. 17502 dated 10,35) to be permanently repaired at Owners' convenience.



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