

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3rd Feb 1934 When handed in at Local Office 3rd Feb 1934

(Received at London Office)

No. 20149

No. in Reg. Book.

Survey held at

Swansea

Date, First Survey

Port of Swansea

(No. of Ports)

Last Survey

1st January 1934

TONNAGE—

GROSS 5735

Built at

Port Glasgow

By whom

Russell & Co

When

YEAR

MONTH

UNDER DECK 5361

Owners

Donaldson Line Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

NET 3602

Managers

Donaldson Bros

Port belonging to

Glasgow

Surveyed Afloat or in Dry Dock?

Name of Dock Kings Dock & Palmer

Destined Voyage

N.B.

WB—CellDBorDBa

feet; uE&B

feet; f

feet

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT tons.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3835

Port

Mtl

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage and Part Special Survey (2nd) No. 1.

Damage stated to have been caused by heavy weather on a voyage from Swansea towards Montreal on the 13th to 22nd November 1933. On a voyage from Quebec towards Swansea, (via Sydney C.B. Birkenhead, Agoumouth Cardiff) on the 13th to 16th December 1933, and heavy weather on the 22nd to 25th (inclusive) and 27th December 1933. On striking the Quay when leaving Agoumouth for Cardiff on the 6th January 1934. How done—The vessel examined afloat and in dry dock. A number of shell plates found indented between frames on both the Port and Starboard sides.

SUMMARY OF DAMAGE REPAIRS—

	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items
Renewed	3							
Removed and Faired or Repaired	16							Rudder + Stern frame
Faired or Repaired in place	12							

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	See	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on Port)	When put on, Mouth	Good
Caulking of Decks	"	State if Tanks now tested	See	Dbing. Plates under Sounding Pipes	"	Reels	Good	
Coamings	"	Bulkheads	Good	Engine Room Skylights	"	Masts, Yards, &c.	"	
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Condition, how ascertained	(State if wedges removed)	None
Outside Plating	"	Cement (State which)	"	Oil Bunkers	"	Sails		
" in way of sidelights	"	Rudder	"	Scuppers	Good	Equipment letter	at	
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	Anchors, No. of	3 B 15	
Transoms	"	Windlass	"	Hatches	"	Cables (State if now ranged)	no	
Frames	"	Have Pumps now been examined and found efficient?	None	Planking of Wood Vessels	"	" length (on board)	mean diam.	
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	None	Caulking	"	" Rul length	size	
Longitudinals	✓	Have Watertight Doors now been examined and found efficient?	None	Treenails	"	Hawser & Warps	Good	
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	See	Breasthooks & Stems	"	Standing and Running Rigging	"	
Floors	Good			Transoms Pointers, & Crutches	"			
Keelsons	"			Timbers of Frame at openings	"			
Stringers	"			Ditto Ditto at other places	"			
Inner Bottom Plating	"			Stringers, Clamps & Shells	"			
				Salting	"			

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptd 24, &c."

This vessel is now in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 2-34, and the notation of repair to the Stern Lane to be specially examined at the next dry docking, and no 8 plate in 3rd strake below Starboard side.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) (per Sec. 20) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, 19

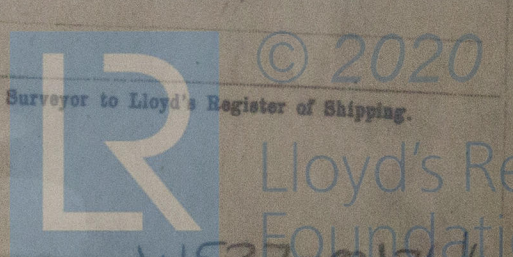
Received by me.

J. L. Lister

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned



W537 012614

SS "VARDULIA"

Shell plates
Port Side.

2nd Strake below sheer strake Plate no 2. Faird in place.
 3rd " " " " " " Plates nos 2-5-6 & 7. Faird in place.
 3 " " " " " " Plates nos 1-3 & 4. Removed, faird and replaced.
 4th Strake below sheer strake Plate no 1 & 3. Renewed.
 4th " " " " " " Plates nos 2-4-5 & 7. Removed, faird and replaced.
 4th Strake " " " " " " Plate no 6. Faird in place.
 5th Strake " " " " " " Plates nos 1 & 2. Faird in place.

Starboard Side

2nd Strake below sheer strake Plates nos 4 & 5. Removed, faird and replaced.
 3rd Strake below sheer strake Plate no 1 & 2. Faird in place.
 3rd " " " " " " Plates nos 3-4 & 5. Removed, faird and replaced.
 4th Strake below sheer strake Plate no 1. Renewed.
 4th " " " " " " Plates nos 2-3 & 4. Removed, faird and replaced.
 4th " " " " " " Plate no 6 (from aft) Faird in place. (Long wall damage).
 5th " " " " " " Plate no 1. Removed, faird & replaced.
 Plate no 2. Faird in place.

no 8 plate in 3rd Strake below sheer strake welded in way of between two rivet holes.
 Frames (Frame & Reverse). Port side - 2 faird in place, cut a drift, faird in place and re-riveted.

Starboard side, 1 cut a drift, faird in place and re-riveted.

Bilge Keel.

Port side.

Forward length removed, faird & replaced
 nos 2 & 3 renewed.

no 4 removed, faird & replaced.

2nd length of shell Tee bar renewed.

A number of started rivets in standing flange of shell bar renewed.

Starboard side. A number of started rivets in standing flange of shell bar renewed.

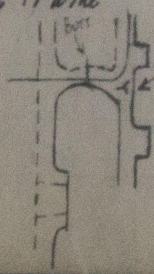
Shell Riveting

A number of rivets (scattered) renewed.

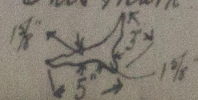
Stern Frame Plating

Butt of shell plates on stern frame in way of top of aperture re-inforced by electric process & recaulked on both Port & Starboard sides & plates re-riveted in way of after end of plates.

Stern frame



Butt of scaple below propeller boss, overhauled & recaulked.
 a mark in side of the stern frame (Port side) now dressed out and re-inforced by the electric welding process.
 This mark was about 10" long, when dressed out, 1 1/2" deep & 1 1/2" wide.



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Lloyd's Register
Foundation

W537-0126 3/4

S.S. "VARDULIA"

Hull Repairs - Damage.

Rudder lifted, gudgeons and bushes examined, pintles hardened up & riser fitted. Coupling bolts tested. Rivets renewed in 3rd arm from bottom and part renewed in 2nd arm.

After Peak Tank cleaned, examined and tested and made tight.

No 1 Tank - Several rivets renewed in Red Strake. Tank tested and made tight.

Fore Peak (not a tank) and side plating hose tested after repair and made tight.

Stern Gear opened out and examined. Several rivets in seating hardened up.

Gear tried on completion and found in order.

Bolts renewed in Rudder trunk top plate & gland refitted.

No 4 Hold (Cause of Damage not stated) Port side - Tank top plating found indented

1 Plate next tunnel failed in place. 1 Plate in next strake cropped & part renewed, and one failed in place. 1 edge lap in plate in 2nd strake re-riveted. Tank tested and made tight.

No 1 Hold - 2 Beam Knees to Panting Beams & stringer re-riveted on both Port and Starboard sides.

Ingrin Room Tank tested and made tight, after renewal of holding down bolts.

Wood Deck over Cabin amidship, Marconi Room & Chartroom re-caulked & painted.

No 4 Lifeboat (Port side) overhauled, 2 planks renewed, chocks put in order.

For Special Survey (2nd) No 1. See also Swansea, Newport & London Reports.

The vessel examined in dry dock. The bottom and rudder cleaned and recoated.

The weather decks, Tween (Cape) decks, casings, steering gear, windlass, Crews

Quarters in Poop and Forecastle, Plating under side lights, Poop, Hand pump

(tried), Bunkers, Machinery space, Day Tank, Nos 2, Day Tank, No 4 & 5, Double

Bottom Tanks, After Peak Tank (internally) Lower Cargo Holds, Hatchways

Hatch beams and crammings, **Tracks & Rigging** examined. Double Bottom

Tanks Nos 1-2-3 (in Ingrin room) 4 & 5 also after Peak Tank tested to rule

Requirements and made tight. Day Tank examined internally.

Water Tight Doors tried and found in order.

Decks - See London Letter S 17-1-1934. Deck covering and linings removed where possible, and general condition found satisfactory.

Steel work cleaned (except in Nos. 1-2-4 & 5 Lower cargo holds, Cargo Tween Decks, Tank tops in Nos 1-2-4 & 5 holds (bulges have been sealed) Stowhold ship sides and in way of Stowhold flooring including lower part of Bulkhead Tunnel recess), examined and where necessary recoated.

Bilges throughout cleaned, examined & recoated, ceiling refitted and cement chocks made good. No 3 Lower hold and Tank top, cleaned, examined & recoated.

Air & sounding pipes overhauled & put in order.

Swansea

St. Vardulia

Double Bottom Tanks nos 2-4 & 5, Dry Tank, Deep Tank and after Peak Tank cleaned, sealed where necessary, examined internally. Cement renewed where broken & lifted. Striking plates put in order.

Repairs how done -

Starboard Hawse Pipe renewed.

Cargo Hatchways - web plates overhauled and put in order.

Bridge Deck - 2 Plates in way of Galley cropped and part renewed.

Bunkers - Scaled examined & recoated.

Rest Bars renewed in Lidley hatch way, Bridge Deck Hatchways & Tween Deck Hatchways.

Lidley Hatchway Vertical stiffeners renewed on Forward side & plates part doubled. Vertical stiffeners renewed on both Port & Starboard sides. Saddle back plates part renewed. Casing plates in way of saddle back cropped & part renewed. 1 Deck plate cropped and part renewed in way of saddle back on both Port & Starboard sides.

Deep Tank. Port & Starboard web frame face angles fitted with face plate. Web frame on Centre line face angle fitted with a face plate. Gusset plate to Pillar & Tunnel Top renewed.

2 Bulkhead (Engine Room) & Shell Brackets renewed on both Port & Starboard sides.

Vertical Stiffener Brackets on Engine Room Bulkhead to Tank top - 6 renewed on Port & 4 on Starboard side.

Tunnel side Vertical stiffeners Brackets to Tank top 3 renewed on Port and 7 on Starboard side.

Dry Tank. 1 Top plate part doubled in way of Port Boilers. 4 Tank doors renewed.

No 4 Tank. Margin plate in foremost frame space on Port side part doubled. 1 Air pipe part renewed - Starboard side.

No 5 Tank - 1 Air pipe part renewed - Starboard side.

Rigging overhauled and put in order.

To Complete the Special Survey the following items require to be carried out.

Lower Cargo Holds nos 1-2-4 & 5 to scale and recoat.

Cargo Tween Decks to scale & recoat on ships sides.

Stokehold in way of ships side & under flooring to scale & recoat.

Tunnel well to scale & recoat.

It was stated this would be done at the first opportunity during the Seas of Grace.

The Tonnage has not been verified at this time. The present Certificate remaining in force till the 30th April next.