

Report of Survey for Repairs, &c., of Engines and Boilers.

-5 FEB 1934

(Received at London Office)

State of writing Report 3rd Feb 1934 When handed in at Local Office 3rd Feb 1934 Port of Swansea

No. in Reg. Book 37167 Survey held at Swansea Date. First Survey 12 Jan Last Survey 2nd February 1934
(No. of Visits 10)

on the Machinery of the Wood, Iron or Steel SS. YARDULIA

Tonnage Gross 5735 Vessel built at Port Glasgow By whom Russell & Co When 1917 - 3
Net 3702 Engines made at Greenock By whom Rankin & Blackmore When 1917
Nominal Horse Power 564 Boilers, when made (Main) 1917 (Donkey) ✓

No. of Main Boilers 3 Owners Donaldson Line. Ltd. Owners' Address Port Glasgow Voyage St John N. B.

No. of Donkey Boilers 180 lbs Managers Donaldson Bros. Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers ✓ If Surveyed Afloat ✓ in Dry Dock ✓ Engs. Dock & Palmer dry dock

in Donkey Boilers ✓

Last Report No. Port Damage &Particulars of Examination and Repairs (if any) Completion L.M.C.

Periodical Surveys, when held, must be reported in detail and serially 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 briefly summarised at the end of the report. 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 why they were declined

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓Do. " Donkey " " " " ✓If this was not done, state for what reasons? Boilers not due for survey.And what parts of the Boilers could not be thus thoroughly examined? ✓Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓State latest date of internal examination of each boiler ✓Did the Surveyor examine the Safety Valves of the Main Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓Has screw shaft now been drawn and examined? YesIs it fitted with continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? Yes If so, state reasons Fractured at keyway at upper end of cone.Has the shaft now fitted been previously used? NoHas it a continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓State date of examination of Screw Shaft 17-1-1934State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Part Rewarded

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Survey Complete.

Damage stated to have been caused by heavy weather on the 13th to 21st November 1933 and encountering ice on the 25th November 1933 on a voyage from Swansea towards Inverloch
But encountering ice on a voyage from Ruchel towards Swansea 13th to 16th December 1933.

How done The cylinders, pistons, slide valves, crank, thrust, tunnel and screw shafts, propeller, stern bush, sea cock fastenings, Condenser, main engine pumps, opened out and examined.

The following repairs have now been carried out—

L.P. Slide valve spindle carrying washers renewed.

H.P. Guide face re-pointed. I.P. Guide shoe re-metalled.

H.P. Crank pin brasses—top half re-metalled.

I.P. — — Both halves re-metalled.

No 6 Main bearing brass top half re-metalled.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel is now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&S.S. 9.11, or L.M.C. 9.11, 140 lb., P.D., &c.)

in good order and eligible to remain as classed with record of + L.M.C. 6-33 and T.S.C.L. now 2-34.

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : :
Received by me,

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

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Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

St "Vardulia"

Machinery Damage repairs.

Thrust Block. Port side adjusting screw screwed & nuts part screwed.
Starboard side adjusting screw thread re-cut and nuts screwed.

Coupling bolts - Crank shaft bolts tested.

Tunnel shaft couplings overhauled and a number of bolts renewed
Counting from aft. No 1 Coupling 6 bolts renewed

No 2 --- 6 --- ---

No 7 & 9 --- 6 --- ---

No 8 --- 3 --- ---

} additional spare

} Coupling bolts supplied.

Screw shaft - found fractured at larger end of cone in keyway.

The spare screw shaft has been fitted - mark on shaft

LLOYD'S NO 4517 G.F.H.

a new spare shaft has now been put on board. Report attached.

Propellers. 3 blades (bronze) chipped on edges & slightly bent, sent to makers
re-conditioned and re-fitted. 4th blade overhauled.

Stem bush part rewooded.

Main engine Pumps - Feed, bilge & sanitary pump rams, skimmed, new
neck & gland bushes fitted. Studs in ends overhauled.

Circulating Pump. Bucket renewed. Valve studs hardened up.

Air pump. Head valve casting renewed - old valve guards re-fitted.
Head valve studs to barrel renewed.

Main injection & Tank filling valves overhauled and examined.

Main injection Pipe (copper) fitted with a new flange to injection valve
and flange to pump casting re-braced.

Main Condenser tested and made tight.

Main engine Holding down bolts tested and 5 renewed.

Suction Pipe to after Peak tank repaired. Sanitary suction pipe part renewed.

Starling engine - Crank shaft overhauled and re-fitted, new bronze worm
fitted. Piston and valve spindle rods skimmed, new glands &
neck ring bushes fitted. Piston valves and Control valve lines renewed.

Electric Light - dynamo - Switch board and wiring "Meggs" tested.

Switch board overhauled. Wiring to navigation lights and in
Crews Quarters amidship part renewed.

For Part + LMC. See also Swansea Reports nos 19696 & 19979

Pumping arrangements examined. Electric Installation examined
and tested, wiring part renewed in Crews Quarters Prop & Forecastle
tried under working conditions and found in order.

Windlass opened out and examined. New rings fitted to piston
rods skimmed - glands rebushed. Crank shaft overhauled, new
bearing brasses fitted.

H. Seller

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