

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

(Received at London Office)

Date of writing Report 6th March 1933 When handed in at Local Office 7th March 1933 Port of SwanseaNo. in Reg. Book. 73871 Survey held at Swansea Date First Survey 7 Last Survey 2nd March 1933on the Machinery of the Wood Iron or Steel S.S. "Vardulia" (No. of Visits 1)Tonnage Gross 5691 Net 3613 Vessel built at Port Glasgow By whom Russell & Co When 1917-8Engines made at Greenock By whom Raukin & Blackmac When 1917Boilers, when made (Main) 1917 (Donkey) —Owners Donaldson Line Ltd. Owners' Address Port Glasgow Voyage —Managers Donaldson Bros Ltd. (If not already recorded in Appendix to Register Book.)No. of Donkey Boilers — Steam Pressure in Main Boilers 180 lb X Surveyed At anchor in Dry Dock Palmer Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).in Donkey Boilers — (State name of Dock.)Last Report No. — Port —Particulars of Examination and Repairs (if any) Donkey Damaged + 100 A 1

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 Offered not requiredWas a damage report made by anyone else? If so, by whom? not knownDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? B.S. not due

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?

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?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?Has shaft now been changed? No If so, state reasons —Has the shaft now fitted been previously used? — Has it a continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done see below.Damage stated caused by wire rope fouling propeller date place not known.Now done: Vessel placed in dry dock. Propeller stern bush and sea connection fastenings examinedWire rope found round propeller blades & outer end of stern bush. Wire round propeller blades examined, guard ring & fastenings renewed. one propeller blade found in place at edge.Port + LMC M.S. Sea Cocks & Valves opened out & examined.To complete the Survey. All the Rule requirements to be carried out with the exception of the above.General Observations, Opinion, and Recommendation:— The Machinery of this vessel(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, R.S. 5.11, R.D.S. 9.11, or S.L.M.C. 9.11, 110 lb, F.D., &c.)is eligible in my opinion to remain as classed and to have record of+ LMC M.S. with date when the Survey is completed. The vessel's name tobe deleted from the Special Reasons List.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

Fees applied for

Received by me,

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Harrish W. J. Paton

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register

Foundation

WS37-0136