

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

(Received at London Office)

Date of writing Report Sept 25th 1933 When handed in at Local Office Sept 26th 1933 Port of Swansea

No. in Reg. Book 37167 Survey held at Swansea Date, First Survey 9 Last Survey Sept 20th 1933
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. "Vardulia"

Tonnage Gross 5735 Net 3602 Vessel built at Port Glasgow By whom Russell & Co When 1917
Engines made at Glenhead By whom Raukin & Blackmore When 1917
(Donkey)

Nominal Horse Power 564 Boilers, when made (Main) 1917
No. of Main Boilers 3 Owners Donaldson Lime Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers Donaldson Bros Ltd. Port Glasgow Voyage
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Kings Dock
(State name of Dock.)
in Donkey Boilers ✓

Last Report No. Port Particulars of Examination and Repairs (if any) Part M.S.

(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 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? No

Do. " Donkey " " " B.S. not due

If this was not done, state for what reasons?

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? No Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? ✓ 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 date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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. To complete the Survey the Pumping arrangements and electric light installation the examined the Chief Engineer states that this will be done at an early date.

Now done:- Main Engine Circulating, Air, Feed, Sanitary bilge pumps & their Valves examined.

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, B.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)
is eligible in my opinion to remain as classed and to have record of + L.M.C. 6.33 as previously recommended, when the Survey is completed

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) (per Section 29.) £
Travelling expenses (if chargeable) £

Fees applied for
19
Received by me,
19

Committee's Minute

Assigned

Harish Wehala
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation
WS37-0142