

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

(Received at London Office)

Date of writing Report 18th Aug. 1934 When handed in at Local Office to Port of London

No. in Reg. Book Survey held at London Date, First Survey 9th Aug. Last Survey 17th Aug. 1934 (No. of Visits 3)

87091 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. VARDULIA

Tonnage Gross 5735 Vessel built at PORT GLASGOW By whom RUSSELL & Co When 1917-3
Net 3602

Nominal Horse Power 564 Engines made at GREENOCK By whom RANKINE & BLACKMORE When 1917
Boilers, when made (Main) 1917 (Donkey)

No. of Main Boilers 3 S.B. Owners Donaldson Linc Ltd. Owners' Address Port Glasgow Voyage Survey
No. of Donkey Boilers 1 Managers Donaldson Bros. Ltd. (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb. Surveyed Afloat or in Dry Dock Survey Dock (State name of Dock.)
in Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 54498 Port Gls

Particulars of Examination and Repairs (if any) B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 None.

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? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

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 Leatic & Starb'd 9/8/34. Port 14/8/34.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lb/2"

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? Yes and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 vite or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

Main boilers together with their safety valves and mountings opened up and examined throughout. Afterwards examined under steam and safety valves adjusted as above.

A number of combustion chamber screwed stays and nuts renewed. Centre boiler port wing furnace slightly distorted, but considered efficient.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen is in order, and the vessel is eligible in my opinion to remain as classed with fresh record of B.S. 8.34.

Survey Fee (per Section 29)	£	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.)	£	Received by me.	
Travelling expenses (if chargeable)	£		
Committee's Minute			
Assigned			

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 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register
 F0453720146

Has a Survey also been held on ship? If so, is the Report sent now, or when will it be sent?

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

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