

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

(Received at London Office

JAN 15 1940

Date of writing Report 6th Dec. 1939 When handed in at Local Office 6th Dec. 1939 Port of SHIMONOSEKI.No. in Reg. Book. 36093 Survey held at WAKAMATSU. Date, First Survey and Last Survey 3rd Dec. 1939 (No. of Visits 1)36093 on the Machinery of the Yamaguchi Steel Single Screw Steamer "VIDOVAN"Tonnage } Gross 5586 Vessel built at Newcastle By whom Swan, Hunter & Wigham Rich When 1906 8mo  
Net 3559Engines made at " By whom " " " " When 1906Nominal Horse Power { 500 Boilers, when made (Main) 1906 (Donkey) /of Main Boilers 3 Owners Jugoslavenski Lloyd a.d. Owners' Address /of Donkey Boilers / Managers / Port Dubrovnik Voyage /Main Pressure 213 lbs If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Donkey Boilers / (State name of Dock.)Last Report No. 28548 Port Rot. Propeller DamageParticulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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 & Accepted.Is 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? /" " Donkey " " " " /If this was not done, state for what reasons? /What parts of the Boilers could not be thus thoroughly examined? /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? /What is the latest date of internal examination of each boiler? / Present condition of funnel(s) /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 the screw shaft now been drawn and examined? / 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 the 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? /What is the 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. 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 /Damage:- stated to have been caused by propeller touching Quay of the Asahi Glass Works, Ltd.at Wakamatsu on the 2nd December 1939 whilst the vessel was leaving the wharf for Miike.Copy of Smk Damage report, dated 4th December 1939 attached hereto.FOUND. RECOMMENDED.Propeller (cast iron solid):- One blade broken at tip astern side To be properly repaired orabout 60 centimeter by 15 centimeter. renewed.Note:- Nothing done for repairs at this time.The vessel is in my opinion, so far as the propeller damage is concerned in safe workingcondition.General Observations, Opinion, and Recommendation:-(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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)CS 3,34,The machinery of this vessel, so far as now seen, is in safe condition and eligible in my opinionto be continued as classed without fresh record of survey, subject to Propeller being properlyrepaired or renewed at the Owners' convenience.Survey Fee (per Section 29) £ : :Special Damage or Repair Fee (if any) £ 5-0-0:Travelling expenses (if chargeable) £ 2-2-0:(Sunday fee) £ 2-2-0:Committee's MinuteAssignedAs now, subjectnote Smk 10619 JAN 1940Dec. 1939Received by me,Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's RegisterFoundationW93-0120Is a Certificate required? If so, to be sent to