

Report of Survey for Repairs, &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 ~~Vessel~~ Steel Single Screw Steamer "VIDOVAN"

Tonnage } Gross 5586 Vessel built at Newcastle By whom Swan, Hunter & Wigham Rich When 1906 Smo
 } Net 3559

Nominal Horse Power } 500 Engines made at " By whom " " " " When 1906
of Main Boilers 3 Boilers, when made (Main) 1906 (Donkey) /

of Donkey Boilers / Owners Jugoslavenski Lloyd a.d. Owners' Address /
Working Pressure 213 lbs Managers / (if not already recorded in Appendix to Register Book.)
of Main Boilers 213 lbs Port Dubrovnik Voyage /

of Donkey Boilers / If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 28548 Port Rot. Propeller Damage

Particulars of Examination and Repairs (if any) Propeller Damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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.

Has a damage report been 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? /

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

Where 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? /

Where 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 or renewed. about 60 centimeter by 15 centimeter.

Note:- Nothing done for repairs at this time.

The vessel is in my opinion, so far as the propeller damage is concerned in safe working condition.

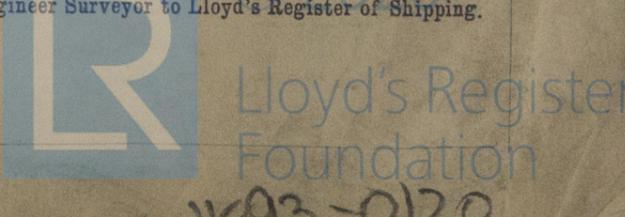
General Observations, Opinion, and Recommendation:—

(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.)

The machinery of this vessel, so far as now seen, is in safe condition and eligible in my opinion to be continued as classed without fresh record of survey, subject to Propeller being properly repaired or renewed at the Owners' convenience.

Survey Fee (per Section 29) £ : : Fees applied for Dec. 1939
Special Damage or Repair Fee (if any) £ 5-0-0
Travelling expenses (if chargeable) £ 2-2-0 (Smk. PL-53)
Received by me, M. Kamakura 19
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now, subject
Assigned note Smk 106



W93-0120



Vertical text on the left margin: "Surveyed", "VIDOVAN", "the register", "on the", "and that", "Register", "recommend", "been", "Recommend"

Vertical text on the right margin: "Insert Character of Ship and Machinery precisely as in the Register Book"

Vertical text on the right margin: "Is a Certificate required? If so, to be sent to"