

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16/5/40. When handed in at Local Office 20th May 40. Port of Kobe.
No. in Reg. Book. Survey held at Kobe. Date, First Survey 13/4/40 Last Survey 13/5/1940.
(No. of Visits Three.)

74449 on the ~~Wood Iron~~ Steel M.S. "FLORIDA MARU".
TONNAGE:— Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1925 3
GROSS 5845 Owners Kawasaki Kisen Kaisha. Owners' Address
UNDER DK. 5333 (if not already recorded in Appendix to Register Book).
NET 3651 Managers Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Dock. Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 6845 Port Yka

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

Was a damage report made by anyone else? If so, by whom? Rept. dated 1/2/40.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, S.R.L. & REPAIR OF DAMAGE stated to have been caused "A" by collision with the T.M.S. "KANSAI MARU" on the 29th January 1940, whilst leaving Kobe for a voyage to Seattle, via Yokohama, and "B" by touching the ground on the 13th January 1940, while the vessel shifting to No.3 Buoy at Niigata. For further particulars please see Damage Reports dated Kobe, 13th May 1940 and Yokohama, 1st February 1940.

NOW DONE:— Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces windlass and steering gears and equipment generally examined and found or now placed in good condition.

S.R.L.:— Stern frame sole piece (E.W. 1,38) specially examined and found in efficient condition.

In my opinion, this restriction may be removed from the Special Reasons List. (P.T.O.).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	---	Air and Sounding Pipes	---	Copper, or Y.M. of Wood Vessels	---
Caulking of Decks	"	State if Tanks now tested	---	Dblng. Plates under Sounding Pipes	---	(State if on Felt).	---
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	---
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	---	Boats	Good
Outside Plating	Efficient.	Cement or Asphalt	---	Oil Bunkers	---	Masts, Yards, &c.	"
" " in way of sidelights	---	(State which.)	---	Scuppers	Good	Condition, how ascertained	From deck.
Breasthooks	---	Rudder	Good	Cargo Hatchways	"	(State if wedges removed)	---
Transoms	---	Steering gear and its connections	"	Hatches	"	Sails	---
Frames	Good	Windlass	"	Planking of Wood Vessels	---	Equipment letter	Z
Reverse Frames	"	Have pumps now been examined and found efficient?	---	Caulking	ditto	Anchors, No. of	3B. 1s. 1K.
Longitudinals	---	Have Sluice Valves now been examined and found efficient?	---	Treenails	ditto	Chain Locker	---
Transverses	---	Have Watertight Doors now been examined and found efficient?	---	Breasthooks & Stemson	ditto	Cables (State if now ranged)	No
Floors	---	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Timbers of Frame at openings	ditto	" length (on board)	270 fms. 2-4/16".
Keelsons	---			Ditto Ditto at other places	ditto	" Rule length	---
Stringers	---			Stringers, Clamps & Shells	ditto	Hawser & Warps	---
Inner Bottom Plating	---			Salting	ditto	Standing and Running Rigging	---

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel, so far as now seen, is eligible, in my opinion, to be continued as classed with fresh record of survey 5,40 subject to indented bottom plating (P & S forward) being dealt with at the Owners' convenience.

Survey Fee (per Section 20) Yen 115:00
("A") Yen 50:00
Special Damage or Repair Fee (if any) ("B") Yen 50:00
(per Sec. 20)
Travelling Expenses (if chargeable) Yen 14:00
(Including Machinery).
Second Surveyor's Fee (if any) £

Fees applied for, 13/5/19 40

Received by me, 19

K. Panatier
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 12 JUL 1940

Lloyd's Register Foundation

209040.009049.0231

"A" DAMAGE REPAIRS:- Damage confined to the after well, upper deck, starboard side, abreast No.5 Hatchway.

Bulwark Plates:-.

Three off (50'-0") removed, faired and refitted, and rail bar in way - removed, cropped, partly renewed and remainder faired and refitted.

Bulwark stays:-

Bulwark stays including deck connecting angles - renewed.

Air pipes to Nos.7, 8 & 9 double bottom tanks - removed, faired and replaced.

Stringer Plate, sheer strake; one plate on top landing - removed, faired and refitted.

Upon completion of the above repairs, the deck in way of the damage has been hose tested and found tight.

All removals for access replaced in good condition, new and disturbed work - recoated.

"B" DAMAGE:- FOUND

It is recommended that the No.1 Fuel Oil (P & S) double bottom tanks to be cleaned and examined.

Bottom Shell Plating:- (Numbered from Forward).

Port Side:-

No.4 plate, in "A" strake, indented.

No.3 plate, in "B" strake, indented.

Starboard Side:-

No.3 plate, in "A" strake, indented.

It was further recommended that all new and disturbed work be coated as

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd „																
	3rd „																
	Collective Weight.																
	Stream																
	Kedge.....																

If Patent state name of Patentee.

U.S. STOCKS & BONDS MECHANICAL TEST

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

necessary and upon completion of repairs No.1 double bottom tank be tested and proven tight.

NOTE:- No time was available for effecting the above repairs and as the seaworthiness of the vessel is not affected, the repairs may be carried out at the Owners' convenience.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected. K. J.