

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

(Received at London Office JUL 16 1940)

Date of writing Report 16/5/40. When handed in at Local Office 20th May 1940 Port of Kobe.
 No. in Reg. Book. 24561. Survey held at Kobe. Date, First Survey 13/4/40 Last Survey 13/5/1940. (No. of Visits Six.)
 on the Machinery of the ~~Wood Iron~~ Steel M.S. "FLORIDA MARU".
 Tonnage { Gross 5845 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1925 3mo.
 { Net 3651 Engines made at Clydebank. By whom J. Brown & Co. Ltd. When 1925.
 Nominal Horse Power { 902 NHP Boilers, when made (Main) (Donkey) 1925.
 No. of Main Boilers -- Owners Kawasaki Kisen Kabushiki Kaisha Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Kobe. Voyage
 Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both Mitsubishi Dock.
 in Donkey Boilers 120 lbs. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) PART LMC (CS) DBS & TS, & SRL

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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 --

as 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 " " " Yes.

this was not done, state for what reasons? --

Did what parts of the Boilers could not be thus thoroughly examined? --

So 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 April 1940. Present condition of funnel(s) Good.

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? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- , and of the Donkey Boilers? Yes.

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? Yes.

Is screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Is shaft now been changed? No If so, state reasons --

Is 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 April 1940. State the distance between lignum vitae ~~on bearing metal~~ of stern bush and top of after bearing of screw shaft 150/1000".

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes.

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

NOW DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

The following parts of main and auxiliary engines opened out, examined and found or now placed in good condition.

Main Engine:-

Nos.1, 2, 3, 4, 5 & 6 cylinders, pistons, valves, gears and covers.

Nos.1, 3 & 6 connecting rods and top and bottom ends.

Nos.1, 3 & 6 crankshaft journals.

Thrust and Intermediate shafts.

Nos.1 & 2 (Fore and Aft) main air compressors - all working parts with bearings-complete.

(P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boiler of this

(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, E.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Vessel are in good condition and eligible, in my opinion, to be continued as classed, L.M.C (G.S.)

3, 36, be retained with fresh under date when the survey has been further advanced and D.B.S.

5, 40, and Tail shaft (CL) seen 4,40 now, subject to Main Engine No.6 crank shaft journal being examined before the end of May 1941.

Survey Fee (per Section 29) Yen 155:00 Fees applied for 13/5/1940

Special Damage or Repair Fee (if any) (per Section 29) E- --: Received by me, 19

Travelling expenses (if chargeable) (see Hull Report)

Committee's Minute

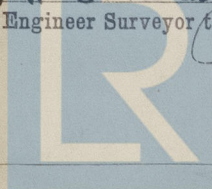
FRI. 12 JUL 1940

Assigned

20.5.40

C.S. 5.40

K. P. Dayas + P. Thuker
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

009040 - 009049 - 0240 1/2

AUXILIARIES:-

No.3 (Port Forward Inboard) auxiliary diesel engine - all working parts with compressor - complete.

No.2 (Starboard Outboard) air compressor:- all working parts - complete.

Pumps:-

Sanitary pump.

Main jacket cooling water pump.

Lubricating oil pump for main engine.

Pumping arrangements examined and found in order.

No.2 (Starboard Forward) L.P. air reservoir - internally.

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for donkey boiler examined under working condition and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-Main Engine:-

Nos.2 & 4 bottom piston rods - renewed on account of fracture extended on thread neck, circumferentially and marks as follows:-

No.2 Piston Rod:- LLOYD'S No.2644, LR, K.K. 7-3-40.

No.4 Piston Rod:- LLOYD'S No.2645, LR, K.K. 7-3-40.

No.1 cylinder liner - renewed on account of excessively worn and marks as follows:- LLOYD'S No.7576, W.T.P. 100 LBS. F.I. 20-1-40, LR.

Nos.2 & 4 bottom diagonal piston rods - renewed on account of fracture run circumferentially across and marks as follows:-

No.2 :- LLOYD'S No.7593-A - F.I. LR 9-4-40.

No.4 :- LLOYD'S No.7593-B - F.I. LR 9-4-40.

Nos.5 & 6 crosshead bodies - renewed on account of fracture extended about half the circumference of head and marks as follows:-

No.5:- LLOYD'S No.7097, F.I. LR. 8-4-40.

No.6:- LLOYD'S No.7090. F.I. LR. 8-4-40.

Main engine cooling water pump valve box - renewed on account of the diaphragm part heavily corroded and marks as follows:- LLOYD'S W.T.P. 5 KGS. 13-5-40, K.T. LR.

Nos.1, 3 & 6 crosshead brasses - remetalled.

The following spare parts were put on board, at this time.

For Main Engine:- 3 telescopic tubes, 5 indicator valves and boxes, and 10 scrape rings.

For Aux. Engine:- 1 connecting rod, 1 gudgeon pin and brass and 3 plungers of jacket cooling water pump.

Other minor repairs and adjustments effected.

S.R.L.:- The tail shaft drawn in and examined carefully, as recommended by Kobe Report No. 11303, and found in good condition. In my opinion, this restriction may be removed from the Special Reasons List.

No.6 main engine crank shaft journal specially examined, and found in efficient condition, but it is recommended that the same be again examined before the end of May 1941. K.S.