

Rpt. 8

Port Nagasaki

17 OCT 1961

No. 1122

Date of writing Report 15th Sep., 1961

When handed in at Local Office

Received London

Survey held at Nagasaki

No. of Visits 3

First Date 6th Sep., 61.

Last Date 12th Sep., 61.

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

05125

XX

"BROOKLYN MARU"

on the Iron or Steel M.S.

Tons gross 9550

Built at Nagasaki

By Whom Messrs. Mitsubishi SB. &amp; E. Co.

When 1960

Month 7

Owners Daido Kaiun K.K.

Owners' address  
(If not already in R.B.)

Kobe

Managers

Port of Registry

Surveyed Afloat or in Drydock Drydock

Name of Dock Mitsubishi Drydock No.1

Date of last examn. in Drydock 12.9.61

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 1085

Port 1086

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

## SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

## Machinery

+ 100 A1

MTsa-vegetable oil

DS 10/60

+ LMC

+ Lloyd's RMC

Eng. 7/60

ABS 7/60

TS(CL) 7/60

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined Yes to Owners

Freeboard as marked on ship and now verified - ft - ins

Representative - Not required

Was a damage report made by anyone else? If so, by whom?

Underwriters

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGES, DOCKING, ALTERATIONS

Damage 1: stated caused by striking quay wall at Kobe on 28/5/61

Damage 2: stated caused by hatch beam falling and striking No.2 D.B.Tank inner bottom plating during pre loading preparations at Sandakan, North Borneo, on 26/8/61.

Damage 1: located portside shell, plates numbered from forward.

## FOUND

F strake No.7 plate indented between frames

G strake No.7 plate indented between frames

G strake No.8 plate set in

H strake No.7 plate indented between frames

5 tween deck shell frames slightly buckled

1 tween deck shell frame buckled

## PERMANENT REPAIRS

Plate faired in place (2 places)

Plate faired in place (2 places)

Plate part renewed (forward end)

Plate faired in place (2 places)

Frames faired in place

frame removed, faired and refitted.

Shell repairs hose tested on completion and found satisfactory.

Damage 2: located tank top plating in way No.2 D.B.Tank portside

## FOUND

2nd &amp; 3rd strakes No.2 D.B.Tank inner bottom plating portside from centre line heavily

Plating part renewed.

CONTINUATION OVER PAGE 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	1 part	-	-	-	2 part	-	-	
Removed and Faired or Repaired	-	1	-	-	-	-	-	
Faired or Repaired in place	3	5	-	-	-	-	-	

Has a Survey also been held on machinery of the Ship?

Yes

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

No

If so, is the Report sent now, or when will it be sent?

Now

Has Interim Certificate been issued?

Yes

## GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship so far as now seen is in an efficient condition and eligible, in my opinion, to remain as classed with fresh record of Drydocking 9.61 and to be assigned the notation

"Midship deep tanks, aft. - Oil F.P. above 150°F".

Date of Committee

TUESDAY - 7 NOV 1961

Minute

Shunda class to: +100A1 "MTsa - oil F.P.

Above 150°F. or Vegetable oil

DS. 9.61

NOTED FOR POSTING

Noted by Header

TUESDAY - 5 DEC 1961

ABS 9.61

for Header

Ack Nag

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

Note (see ABS 9.61) nag(m)

012036-017041-00211/2



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damages, Docking Alterations SURVEY				
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	No	No
Rudder lifted	Yes	A.P. "	"	"
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	"	"
Hatchways, Covers, closing and securing appliances	Yes		"	"
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	"	"
Holds	Damage No. 2 Yes	Deep Tanks	Alterations Yes	"
		Oil Fuel Bunkers and Settling Tanks	No	"
Tween Decks in way of damage and alterations	Nos. 2, 3, 4, 5 & 6 Yes		"	"
		Side Tanks	"	"
Fore Peak Spaces	No	Wing Tanks	"	"
After " "	No	Other Tanks	"	"
Engine Space	Alterations Yes			
Boiler " "	No	Cargo Tanks (Tankers)	Not at Tanker	
Under Engines and Boilers	No			
		Cofferdams	"	"
Tunnel and Well	Alterations Yes	Pump Rooms	"	"
Coal Bunkers	None			
Chain Locker	No			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	Not required	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Not a tanker	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes required	

Have the spaces now surveyed been cleared and cleaned as necessary? Not required

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not required

Have the bilges been cleaned out and examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes in way of alterations

Has a Load Line Survey been held? Yes If so, state which Annual by Japanese Authorities

Have the shell and deck plating been drilled as per Rule? Not required If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? Yes If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	Not examined
" " in way of side scuttles	Not examined	Cement or Asphalt	Not examined	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not examined
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	"
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	Not examined	Condition, how ascertained (State if wedges removed)	Not examined
Coamings and Casings	"	Companionways and Skylights	Good	Chain Locker	Not examined
Beams and Fastenings	"	Shell Openings	None	Equipment Letter	EQUIPMENT f 2 1/2" sq.
Frames	"	Ash Shoots	"	Anchors, No. of	3 B Condition Good
Reverse Frames	Not examined	Overboard Discharges and Scuppers	Not examined	Cables (State if now ranged and examined)	Not examined
Longitudinals	Good	Freeing ports	guard rails Good	" length stated mean diam. complete	
Transverses	None	Steering Gear (Main and Auxiliary)	Good	" Rule Length 20 lengths Size 2 1/2" SQ.	
Floors	Not examined	examined and found	Good	Hawsers and Warps	sufficient
Keelsons	"	Windlass examined and found	Not examined	State if any Anchors or Chain Cable have	No
Stringers	"	Pumps	"	now been supplied or retested, if so	
Inner Bottom Plating	"	W.T. Doors	"	complete Report 8(Eq) and attach.	
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.) Damage 2 continued  
FOUND

indented between frames 41 & 42

No. 2 D.B. Tank hydraulically tested on completion and repairs found satisfactory.

Survey Fee Docking ¥ 15,000  
Damage 1 15,000  
Special Damage or Repair Fee (if any) 5,000  
Alterations 40,000  
Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

OCT 10 1961

Rpt. 8

Port of Nagasaki

Continuation of Report No. 1122

dated

17. OCT. 1961  
15th September '61 on the

"BROOKLYN MARU"

## W. &amp; T. Repairs

A number of minor deck repairs effected.

## Alterations

## Portable Tanks on Upper Deck

Alterations carried out as per plan No. H-86 forwarded herewith.

Six portable cylindrical containers, each of approximately 35M<sup>3</sup> capacity and intended for carriage of chemicals as a cargo, now installed on board, one port and one starboard abreast the masthouses between Nos. 2 & 3, Nos. 4 & 5 and Nos. 5 & 6 hatch, on seatings welded to the upper deck.

Upper deck transverse beams at frames 26, 32, 52, 57, 130 & 135 now reinforced, between shell and hatch side girder by

prefabricated T section 150 x 11 web with 200 x 16 face bar at fr. 26

" T " 50 x 11 " " 270 x 16 " " " " 32

" T " 50 x 11 " " 240 x 16 " " " " 52

" T " 50 x 11 " " 180 x 16 " " " " 57

additional 240 x 16 " " " " 130

prefabricated T section 50 x 11 web with 120 x 16 face bar at fr. 135

Stiffeners at upper tween deck bulkheads at frs. 29, 55 & 133 fitted with 450 x 450 x 9 heel brackets, 150 x 90 x 9 OATW carlings fitted to underside of second deck in way of new stiffener brackets.

## Additional Horizontal Girder in Midship Deep Tanks

New additional horizontal girders constructed and fitted to bulkheads and shell in forward and aft, port and starboard midship deep tanks, as per plan No. H-88 forwarded herewith. Deep tank airpipes fitted with wire gauge.

The foregoing alterations have been carried out satisfactorily and it is recommended that the Owners request that the vessel be assigned the notation "Midship Deep Tanks - Oil F.P. above 150°F" receive the Committee's favourable consideration.

## Note for Register Book

Notation "MTsa - vegetable oil" be amended to "MTsa - Oil FP above 150°F or vegetable oil"

SRL No. 183 Nil

SRL Appendix No. 8 Nil

*J. H. H. H.*