

Rpt. 9

17 OCT. 1961

Date of writing report 28/9/61  
Survey held at Nagasaki

Received London  
No. of visits 3

Port Nagasaki No. 1122  
First date 7.9.1961 Last date 15.9.1961

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05125 ~~XXXX~~ Name M.V. "BROOKLYN MARU"  
Owners Daido Kaiun K.K. Gross tons 9550 Date of build 1960-7  
Engines made Nag By Mitsubishi Zosen K.K. Managers Port of Registry Kobe  
No. of Main Engines 1 No. of Screws 1 Type 2SA 9 Cy. 750 x 1500mm  
No. of Main Boilers W.P. 100 lb  
No. of ~~Auxiliary~~ Boilers 1 W.P. 100 lb  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey CS, DBS & Damage.  
Was Damage Report issued? No Int. Cert. C-9265  
Last Report (For Head Office only) Copy attached

Records of Survey & Special Notations as per Register Book

Hull	Machinery
1100A1	11MC
MTsa - Vegetable Oil	ES 7/60
DS 10/60	ABS 7/60
	TS(CL) 7/60

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 2mm Oil Glands Sea Connections good  
Fastenings good Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?  
MAIN ENGINES (Recip. ~~XXXX~~ I.G.) ~~XXXX~~  
1 Cyls., Covers, Pistons & Rods Nos. 2, 6 & 9 good  
2 Valves & Gears Nos. 2, 6 & 9 good  
3 Connecting Rods, Top Ends & Guides Nos. 2, 6 & 9 good  
4 Crankpins & Bearings Nos. 2, 6 & 9 good  
5 Journals & Bearings Nos. 2, 4, 6 & 9 good  
MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices  
MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS good  
24 INTERMEDIATE SHAFTS & BEARINGS Nos. 1 & 6 shafts & their bearings (Nos. 1 & 2, 11 & 12) good  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS (MAIN & AUX.)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

### OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship, so far as now seen, is in good condition and eligible in my opinion to remain as classed with fresh record DBS 9/61 and CS with date on completion.

Date of Committee

Decision

TUESDAY - 7 NOV 1961

As now

Noted  
for  
Header

Engine Surveyor to Lloyd's Register of Shipping  
A. Imaizumi

Lloyd's Register  
Foundation

012036-012041-0025



Jacket & piston cooling F.W. pump (S.inbd); Sea water pump(S. inbd);  
Feed pump (S. outbd); Forced circ. pump(S. outbd); Bilge pump(P);  
32 Essential Independent Pumps (Identify by position) oil burning pump(elect.)(S. aft); GS pump(P); F.O. transfer pump(S);  
L.O. pump for turbo charger (P. outbd); L.O. pump for ME (P. outbd) - all good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

Port inboard good

39 Air Receivers & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Port inboard generator engine in its entirety, good

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

AUXILIARY, REVERSE ENGINEERS

Examined throughout 7.9.1961 good

Superheaters

good

Safety Valves

good

Mountings, Doors & Fastenings

100lb

Safety Valves Adjusted to

Sat.

Spt.

good

Boiler Securing Arrangements

Exhaust Gas Heated Economisers

Ex'd throughout 7.9.1961, good

Main Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Yes, good

Forced Circulating Pumps

(S.inbd) good

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage:

Cochran boiler 80 smoke tubes renewed at this time due to damage stated to have been caused by the shortage of water in boiler on the 3rd September, 1961 adjust before arrival Nagasaki. (leaking).

On completion of repairs the boiler hydraulically tested and specially examined under steam and found satisfactory.

A. J. M. J. J.

LEAVE THIS SPACE BLANK

Survey fees

Part C.S. £80,000

D.B.S. 21,000

& Exh. Gas Economizer.

Damage fee

10,000

Expenses...

Date when A/c rendered

OCT 10 1961

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