

DISCLOSED
SECTION

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Rpt. 1

No.

Port Nagasaki

No.

870 B

19 OCT 1960
FE-1069

Date of completing report 28/7/60

When handed in at Local Office

First Visit 29th Jan., 1960

Last Visit 16th July, 1960

No. of Visits 64

F.E. FROM ACCTS.	21/10
F.E. FROM ADMIN/F	25/10
PLANS RECD.	4
CERTS. RECD.	
TO RPIS. DEPT.	22/10

FIRST ENTRY SHIP REPORT

ON THE SS/MS

"BROOKLYN MARU"

Has Report been sent on (1) Freeboard of Ship? Yes C11 only ✓

(2) Machinery? Yes ✓

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Full scantling suitable for a summer moulded draught of 9.25 meter with midship deep tanks empty

Is machinery fitted aft? No ✓

Length (D 201 of Rules)* 148.000mm. ✓

Built at Nagasaki, Japan

Breadth (D 202 of Rules) 20.500mm. ✓

Launched 15th April, 1960

Yard No. 1532

Depth (D 203 of Rules) 12.500mm. ✓

Builders Mitsubishi Shipbuilding & Engineering Co., Ltd.

Draught (summer moulded) (D 204 of Rules) 9.250mm.

Deck Factor "F" excluding d_t

Owners Daido Kaiun K.K.

"F" including d_t

Address 27, Naniwa-cho, Ikuta-ku, Kobe

Gross tonnage 9549.99

Managers

Net tonnage 5508.25

Address

Official number 85281

Port of Registry Kobe

Signal letters JKAX

Date of last survey in drydock 6th July, 1960

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? Yes ✓

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? Yes ✓

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? Yes ✓

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? Yes ✓

Are the materials and workmanship satisfactory? Yes ✓

Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes ✓

BUILDER'S DECLARATION : To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

K. Kita

Builder's Signature

NAGASAKI WORKS

mitsubishi shipbuilding & engineering co., ltd

FEES, etc.

Special Survey fee ¥2,176,000

Travelling expenses 18,000 - Shimonoseki
15,945 - Credit to Kobe

Late attendance fees

Fees applied for SEP 20 1960 Received

Classification Certificate to be sent to Shimonoseki Office

Date of issue 21. 11. 60

Has an Interim Certificate been issued? Yes, FE-8284

This Ship in my opinion is eligible to be classed:— +100A1
(Special notations where part of class to be stated)

"Longitudinal framing at top and bottom"

"Carrying Vegetable Oil in Deep Tanks"

Signature

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

FRIDAY 11 NOV 1960

+100 A1

MTsa - Vegetable oil

DS 7.60

+LMC

ES

ABS

TS CL

7.60

Noted
for
Header



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Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Yawata Iron & Steel Works.

Sections:— Yawata Iron & Steel Works.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? Yes

Process of manufacture (e.g. Open hearth, electric furnace, etc.)	Open Hearth
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Particulars of Special Quality Steel used P.5 steel used for upper deck stringer and deck plating for 0.4 L
(Advice notes to be forwarded separately with plan showing disposition of these plates)
amidships, deck plates at the corners of upper deck opening of thickness exceeds 20.5mm.

ELECTRIC WELDING

Parts of main structural importance electrically welded with exception of following rivetted connections:-

Lower Seams of bilge strake and sheer strake, upper deck stringer angle and sundry minor connections.

connections. during construction with satisfactory results.
Parts examined by radiography

Were the electrodes used of types approved by the Committee?

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Plate Stem	-
Shaft brackets	-	-
Sternframe	C.S. Cert.No.M-8524	Mitsubishi Steel Mfg.Co.,Ltd., Nagasaki ✓
Rudder mainpiece or post	C.S. Cert.No.M-8503	Mitsubishi Steel Mfg.Co.,Ltd., Nagasaki ✓
Rudder head	F.S. Cert.No.M-8534	Mitsubishi Steel Mfg.Co.,Ltd., Nagasaki ✓
Quadrant	-	-
Tiller	F.S. Cert.No.M-8518	Sasebo Ship Industry Co., Ltd., Sasebo ✓

GENERAL INFORMATION

Steering gear (Type & Maker) Electro Hydraulic ✓ Auxiliary steering gear Two Independent sets of pumps & motor

Steering chains (Size & test) - Windlass (Type & Maker) Electric Tokyo Kikai K.K., Tokyo ✓

Ceiling in holds (Material & thickness) Wood, 65mm. ✓ Are cargo battens fitted in holds? Yes in 'tween decks? Yes

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— F.P.T., A.P.T., No.1 DBT, No.4 DBT.

Particulars of composition (if any):— Cement

Insulated cargo compartments (if any):— No.3 upper tween deck space.

Parts of structure of material other than steel (if any):— None

If mechanical ventilation is fitted, state in which cargo spaces:— All cargo spaces.

If cathodic protection is fitted, state in which tanks:—

ANCHORS

Number 5049.7 (Metric)

Letter

Certificate No.	Anchor	Weight of Anchor	Weight of Stock (if any)	Test per Certificate	Rule weight	Description of Anchor	Where and when tested
Y-15467	Bower (1)	87 1 24 ✓	-	62 5 0 0 ✓	86 ✓	Stockless ✓	Tokyo, 11.3.60
Y-15466	" (2)	87 2 7 ✓	-	62 5 0 0 ✓	86 ✓	Stockless	Tokyo, 11.3.60
Y-15465	" (3)	86 3 25 ✓	-	61 18 0 0 ✓	86 ✓	Stockless	Tokyo, 11.3.60
	Coll. wt. 262 261	0 0			258 ✓		
	Stream	1,345 kgs	Tested by N.K.				

[illegible]

Are joining shackles of the lugless type fitted? No

CAST STEEL ANCHOR HEAD DROP TEST

[illegible]

MOULDED LENGTH (SEE KEY TO REGISTER BOOK) 485'-6 3/4" Moulded breadth 67'-3 1/8" Moulded depth 41'-1/8"
Number and material of decks 3 Steel (3rd Deck not fitted in way of Nos.1 & 6 hold)
Length of Poop - R.Q.D. - Bridge 67'-5" Fo'cle 74'-6" Trunk -
Overall length 524'-5" Extreme breadth 65'-10 15/16" Rise of floor 6 11/16"
Is ship of O.S.D. Type? No Is ship of C.S.D. Type? No Is duct keel fitted? No
Is longitudinal framing fitted? (state where) Yes, Upper deck and double bottom
Is strengthening for navigation in ice fitted? (state class) No
Is additional strengthening for heavy cargoes fitted? No
Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? Motor Ship
Is the ship (if not an oil tanker) fitted for carrying oil as cargo? Yes and if so state where, together with the flash point where required to be inserted in the notation:— Deep tanks amidships (Nos.1 & 2)
Watertight and/or Oiltight Bulkheads (state number required by Rules) 8
Bulkheads in ship extending to Upper deck on frame numbers:— Fr. Nos. 29, 55-56, 79-80, 105, 131-133, Total = 7
Bulkheads in ship extending to deck below upper deck on frame numbers:— 159, 182, Fr. No. 10, Total = 1
Is E.S.D. fitted? Yes Is Radar fitted? Yes Is Position Fixing Device fitted? Yes
Is D.F. fitted? Yes Is Gyro Compass fitted? Yes Is Submarine Signalling apparatus fitted? No

00312

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CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 152.8 ✓ No. 2 227.7 ✓ No. 3 432.6 ✓ No. 4 F.W. ✓ No. 5 ^{OF} 457.4 No. 6 430.0 ✓
 No. 7 199.2 ✓ No. 8 133.5 No. 9 — No. 10 — No. 11 — No. 12 —
 Fore peak tank (71.4) 77 After peak tank 124.9 ✓ Midship deep tank A, B, C, D Cargo Oil or Dry Cargo
 Deep tank aft — Deep tank fwd. — Topside tanks —
 Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks —
 Side tanks — Wing tanks — Other tanks —

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

Similar or Sister Ship:— None

The following "Approved Plans" are now forwarded.

Midship Section, Construction Profile & Deck Plans (2 sheets) ✓

The following "As Built Plans" are also forwarded.

Midship Section ✓

Construction Profile & Deck Plans ✓

W.T. & O.T. Bulkheads ✓

Double Bottom ✓

After Peak Construction ✓

Fore Peak Construction ✓

Shell Expansion ✓

Stern Frame ✓

Rudder ✓

Capacity Plan ✓

Location of P.5 Steel ✓

SPECIAL FEATURES

None



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Flywheel