

DISCLOSED SECTION

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Rpt. 1 No.

Port Nagasaki

No. 870 B

19 OCT 1960 No. FE-1069

Date of completing report 28/7/60

When handed in at Local Office

Received London

Nagasaki

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.	4
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.

Breadth (D 202 of Rules) 20.500mm.

Depth (D 203 of Rules) 12.500mm.

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

Deck Factor "F" excluding d<sub>t</sub> 1.175

" " "F" including d<sub>t</sub> 9549.99

Gross tonnage 5508.25

Net tonnage 85281

Official number JKAX

Signal letters

Built at Nagasaki, Japan

Launched 15th April, 1960 Yard No. 1532

Builders Mitsubishi Shipbuilding & Engineering Co., Ltd.

Owners Daido Kaiun K.K.

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

Managers

Address

Port of Registry Kobe

Date of last survey in drydock 6th July, 1960

\* In the case of Trawlers see Trawler Rules

## 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  
LOCALLY Shimonoseki Office

Classification Certificate to be sent to

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 *S. Higuchi*  
Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute  FRIDAY 11 NOV 1960

Character Assigned +100 A1  
MTsa - Vegetable oil  
LACP DS 7.60 +LMC  
ES } 7.60  
ABS }  
TS CL }

Write Nag.  
Write Kobe.

The Surveyors are requested not to write on or below the Committee's Minutes

Noted for Header



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012036-012041-0031 1/2



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 <sup>OF</sup> 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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