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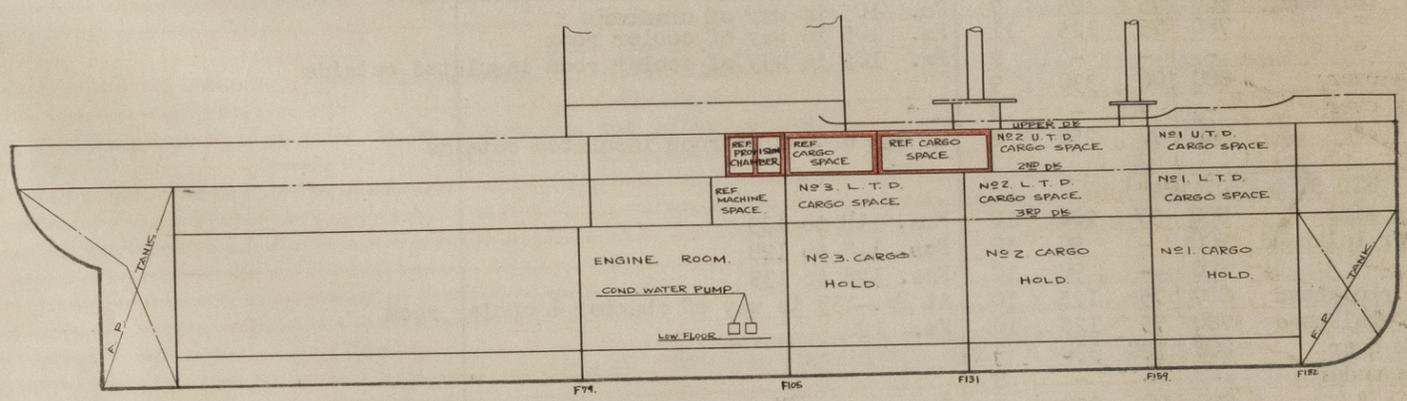
Rpt. 17 (b)

Date of writing Report 30th July, 1960 Received London 7 Port Nagasaki (Shimonoseki) No. FE1069
Survey held at Nagasaki No. of visits 7 First date 10-6-1960 Last date 11-7-1960

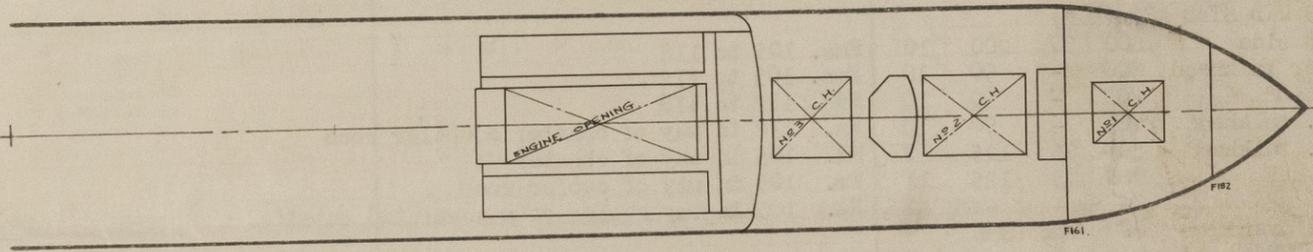
REFRIGERATED CARGO INSTALLATION—REPORT ON INSULATION WORK,
ERECTION OF PLANT ON BOARD AND TESTS AFTER COMPLETION

No. in R.B. Name M. V. "Brooklyn Maru" Gross tons 9549.99
Built at Nagasaki, Japan By whom Mitsubishi Zosen K.K. Yard No. 1532
Owners Daido Kaiun Co. Port of Registry Tokyo
Refrigerating Machinery made by Sabroe Co. of Japan Ltd. Machine Nos. 330112, 330113, 330114 When made 1960
Insulation fitted by Mitsubishi Zosen K.K. Total No. of Chambers 4
Total refrigerated cargo capacity measured in accordance with Society's requirements 17.222 cu. ft.

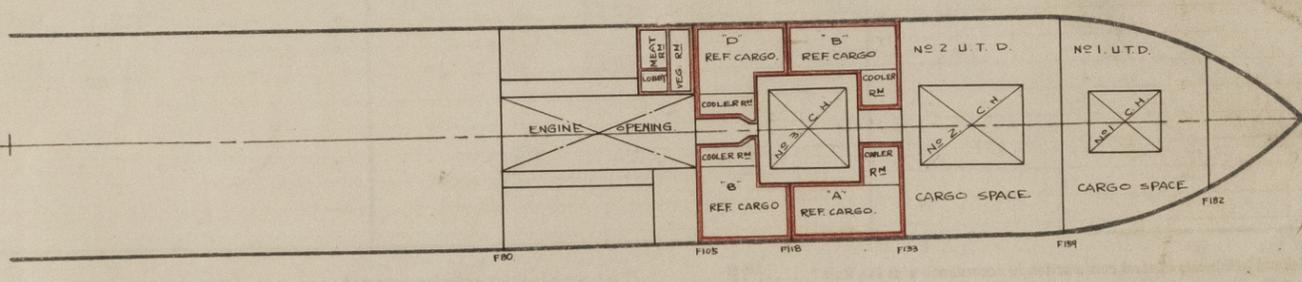
Location and boundaries in elevation and plan of each refrigerated cargo chamber, main and refrigerating machinery space(s), evaporator and brine rooms, and cooler houses to be shown by inserting decks and bulkheads in the diagrams. The frame numbers to be shown at each transverse bulkhead. The decks to be clearly marked in elevation and plan. Insulation to be shown by a line (preferably in colour) on the appropriate side or sides of decks and bulkheads. Oil storage tank tops and bulkheads adjoining refrigerated chamber(s) also to be shown. (If desired, a separately prepared diagram sheet may be attached by paste or staples provided the size is not greater than that below, all the required particulars are shown and the sheet is signed by the Surveyor.)



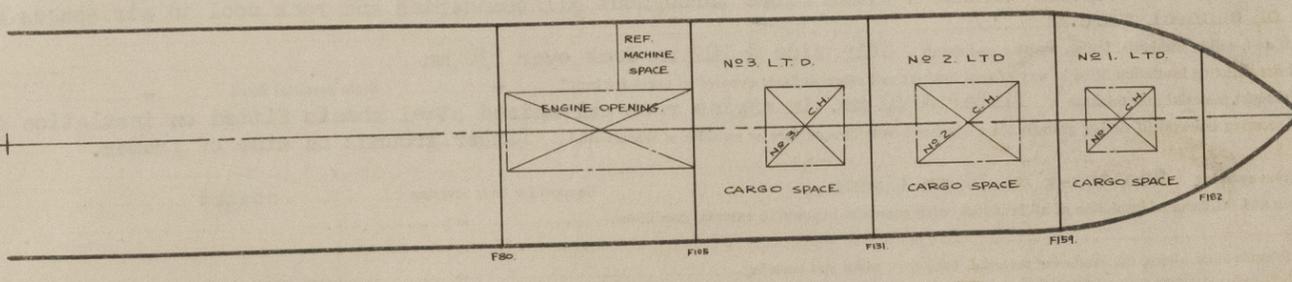
UPPER DECK



2ND DECK



3RD DECK



INSULATION OF BOUNDARIES EXPOSED TO EXTERNAL CONDITIONS
 In cols. (1) identify each chamber by position (e.g. No. 2 UTD PORT) with each of its exposed surfaces immediately below (e.g. ships side, overheading, etc.), where the size of frames etc., change on any surface, give frame Nos. (e.g. Fms. 102 to 109) applicable to each size, on separate lines. Depth of insulation in cols. (3) to exclude any air space, linings, etc.

(1) Chamber(s) and Boundary	(2) Frames, reverse frames, beams, stiffeners, etc., within insulation			(3) Depth of Insulation fitted	(1) Chamber(s) and Boundary	(2) Frames, reverse frames, beams, stiffeners, etc., within insulation			(3) Depth of Insulation fitted	(1) Chamber(s) and Boundary	(2) Frames, reverse frames, beams, stiffeners, etc., within insulation			(3) Depth of Insulation fitted
	Pitch	Width of face	Depth			Pitch	Width of face	Depth			Pitch	Width of face	Depth	
NO.3 UTD PORT FWD. ("B")														
Ship side	800	37	200	10	Fms. 118 to 133									
Inner bulkhead	800	-	90	10	Fms. 118 to 128									
"	800	-	90	10	Fms. 128 to 133									
Fwd. bulkhead	800	75	125	10	at Fm. 133 in way of chamber & cooler room									
Aft. bulkhead	780	75	125	10	Fm. 128									
Deck over	800	100	330	9										
Deck under	-	-	-	8										
"	800	90	250	2	In way of cooler room insulated outside									
NO.3 UTD PORT AFT ("D")														
Ship side	800	37	200	10	Fms. 105 to 118									
Inner bulkhead	800	-	90	10	Fms. 105 to 112									
"	800	-	90	10	Fms. 112 to 118									
Fwd. bulkhead	780	-	90	10	Fm. 112 in way of chamber & cooler room									
Aft. bulkhead	800	75	125	7	Fm. 105 in way of chamber									
"	780	75	125	11	Fm. 105 in way of cooler room									
"	-	-	-	2	Fm. 105 in way of cooler room insulated outside									
Deck over	800	100	330	9										
Deck under	-	-	-	8										
"	800	90	250	2	In way of cooler room insulated outside									
NO.3 UTD STBD FWD. ("A")														
Ship side	800	37	200	10	Fms. 118 to 133									
Inner bulkhead	800	-	90	10	Fms. 118 to 128									
"	800	-	90	10	Fms. 128 to 133									
Fwd. bulkhead	800	75	125	10	At Fm. 133 in way of chamber & cooler room									
Aft. bulkhead	780	75	125	10	Fm. 128									
Deck over	800	100	330	9										
Deck under	-	-	-	8										
"	800	90	250	2	In way of cooler room insulated outside									
NO.3 UTD STBD AFT ("C")														
Ship side	800	37	200	10	Fms. 105 to 118									
Inner bulkhead	800	-	90	10	Fms. 105 to 112									
"	800	-	90	10	Fms. 112 to 118									
Fwd. bulkhead	780	-	90	10	Fm. 112 in way of chamber & cooler room									
Aft. bulkhead	800	75	125	7	Fm. 105 in way of chamber									
"	780	75	125	11	Fm. 105 in way of cooler room									
"	-	-	-	2	Fm. 105 in way cooler room insulated outside									
Deck over	800	100	330	9										
Deck under	-	-	-	8										
"	800	90	250	2	In way of cooler room insulated outside									

Are all divisional bulkheads of steel construction in accordance with the Rule? **Yes** If not, state position and when approved

Insulating material (s) (if more than one, state where fitted) **Glass fibre throughout all boundaries and rock wool in air spaces of deck over of each chamber.**

Air space, if any, within insulation lining, position and depth **Ship side & 102 mm deck over 130 mm** State material fitted

Is approved fire resisting insulation fitted in way of coal bunkers and other surfaces exposed to excessive heat? **-**

Insulation lining(s) material and thickness **Timber & 40 mm. in engine room galvanized steel sheets fitted on insulation for cooler room**

Methods of securing lining(s) (if timber grounds state whether across face, on face or on sides of frames etc.) **Timber grounds on side of frames.**

Floor insulation covering **Neo tex-x on 30 mm timber** Support for floor covering **coated**

State location and thickness of insulation of all insulated hatch coamings exposed to external conditions. **-**

Insulation ribbands state where, the insulating material, thickness, width and covering **-**

Hatch covers, type and thickness of insulation **-** Exposed loading and tonnage doors, state thickness of insulation **-**

Air ducts buried in insulation, state where **-**

Meat rail and/or grid hangers, state in which chambers **-**

State location and dimensions of all web frames, deep girders or beams within the insulation **In Fwd. P. & S. cooler rooms deep girders 400 x 150 x 11 mm. & 1 abt. P. & S. chamber 400 x 120 x 20 mm at Fms. 107, 110, 112, 115, 121, 124, 127, 130 strong beam 330 x 100 x 13/18**

State how hold pillars and masts are insulated **-**

Are air ducts and insulation linings so constructed and erected as to prevent air entering insulation? **Yes.**

Where oil storage tanks adjoin refrigerated chambers, are the arrangements in accordance with the Rules? **-** Are screens fitted over cooling grids on sides of chambers? **-**

Is the insulation in way of hatchways on the tank and tunnel tops protected in accordance with the Rules? **-** Are bilge limbers and plugs, satisfactorily fitted and airtight? **Yes**

Are access plugs and/or panels provided in the insulation where required for easy access to the bilges, bilge suction roses, drains, tank manhole doors, air and sounding pipes? **-**

Are cargo battens provided in accordance with the Rules? **Yes** Dimensions and spacing on sides, vertical surfaces **50 x 50 x 300 mm**

Have all ventilators and ducts passing through refrigerated chambers to other compartments been made airtight and efficiently insulated? **-**

Where ventilators are provided to refrigerated spaces, are they provided with airtight and insulated closing appliances? **-**

Are insulation linings **galvanized** on the sides of chambers suitably stiffened to prevent crushing by cargo? **Yes**

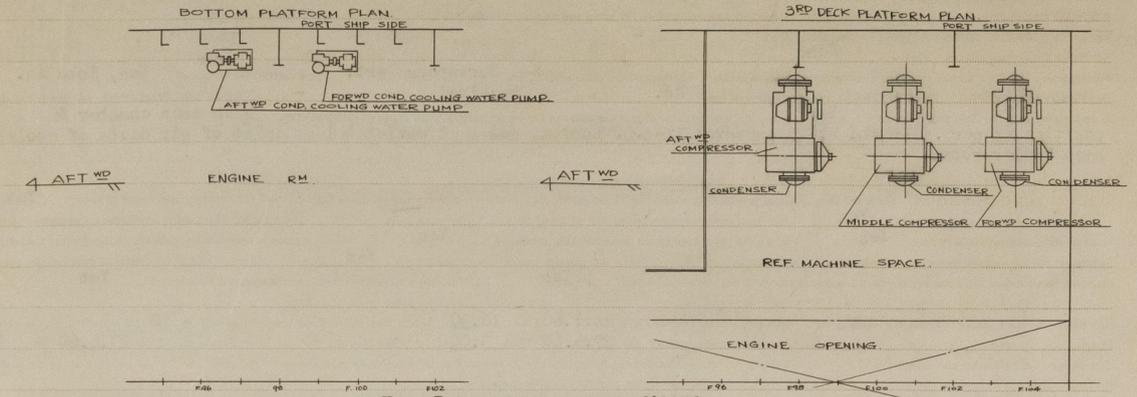
Are all steel bolts, nuts, hangers and fixtures which support or secure cooling appliances, insulation, **galvanized**, etc., galvanized? **Yes**

Is the insulation and air ducting in accordance with the approved plans and specification? **Yes**

The foregoing is a correct description of the insulation and appliances.

K. Kita
 Builders or Insulation Contractors
NAGASAKI WORKS
 MITSUBISHI SHIPBUILDING & ENGINEERING CO. LTD.

Primary refrigerant **Dichlorodifluoromethane** Where specified in the Rules, is the machinery isolated in an efficiently ventilated compartment? **Kobe**
 Medium for cooling chambers **air** For particulars of refrigerating machinery see **Report No. FE-7546**
 Diagrammatic sketch sufficient to show relative position (port or starboard, fore and aft) of each compressor, condenser, evaporator (brine cooler), condenser cooling pumps, and brine pumps.



Is provision made for subcooling the liquid refrigerant (if so, state method) **Yes, Inter stage coolers fitted.**

MOTIVE POWER supplied from (state No. of boilers or electric generators) **3 electric generators** Condenser cooling medium (if not sea water) **-**

CONDENSER COOLING PUMPS No. **2** Capacity of each **533** lit./min. at head of **1.6** m. B.H.P. of driving motors **5**

Are safety valves fitted where required by the Rules? **-** No. of sea connections **2**

A stand-by connection made to be engine cooling water system.

BRINE PUMPS No. **-** Capacity of each **-** galls/hour at head of **-** kg./cm². B.H.P. of driving motors **-**

No. of brine temperatures which can be circulated simultaneously **-** Brine system "open" or "closed" type **-** Are safety valves fitted where required by the Rules? **-**

Are thermometers fitted to brine delivery and each return pipe? **-** If brine pipes and tanks are galvanized on brine side, is ventilation provided as per Rules? **-**

Are steel brine and refrigerant pipes, cooling grids and air cooler coils galvanized externally where required by the Rules? **-**

How are the brine and refrigerant steel pipes connected (flanges, butt welds, screw joints, etc.) **-**

Where brine pipes are connected by screwed couplings, are the coupling and back nut threads a good fit? **-** What is the pipe thickness at the bottom of the thread? **-**

Are the screw threads clear of the coupling coated as required by the Rules? **-** Are air cooler coils parallel to or across the air stream? **Parallel**

Is provision made for air refreshing? **Yes** if so, are the arrangements in accordance with the Rules? **Yes**

What provision is made for defrosting air cooler coils and/or cooling grids in chambers? **Hot gas circulation and hot salt water spray**

PARTICULARS OF COOLING APPLIANCES IN EACH CHAMBER
 Identify each chamber by position (e.g. No. 2 LTD. Port, No. 3 Orlop D., No. 5 L.H. etc.)

Chamber(s)	Capacity measured in accordance with Society's requirements cu. ft.	Roof grids		Side grids		Battery coils			FANS					
		Length in ft.	No. of sections	Length in ft.	No. of sections	Length in ft.	No. of sections	Number	Maximum RPM	Minimum RPM	Cubic M of air per minute at maximum RPM	Static water gauge ins.	BHP of fan motor	Motor inside or outside insulated envelope
No.3 UTD PORT FWD.	4,402	-	-	-	-	1153	2	1	1800	1200	130	1 3/4	5	Inside
No.3 UTD PORT AFT.	4,377	-	-	-	-	1153	2	1	1800	1200	130	1 3/4	5	Inside
No.3 UTD STBD FWD.	4,220	-	-	-	-	1153	2	1	1800	1200	130	1 3/4	5	Inside
No.3 UTD STBD AFT.	4,223	-	-	-	-	1153	2	1	1800	1200	130	1 3/4	5	Inside

Are air cooler fans reversible? **Yes** Is access to the refrigerating plant including air cooler fans and their motors, in accordance with the Rules? **Yes**

Can each section of air cooler coils and chamber grids be readily isolated? **Yes**

Where cooling pipes pass through watertight bulkheads or deckplating, are the fittings and gland packing both watertight and fire resisting? **Yes**

PRIMARY REFRIGERANT PIPING (not fabricated at Plant Makers Works) internal diameter and thickness of each size **62.45 & 2.11, 49.75 & 2.11, 37.61 & 1.83, 25.27 & 1.65, 22.3 & 1.65, 18.93 & 1.65, 16.55 & 1.25, 13.38 & 1.25, 10.2 & 1.25, 7.03 & 1.25, 3.85 & 1.25 mm**

Material **Copper** How manufactured **Solid drawn** Pressure tests **24.5** kg./cm² hydraulic **14** kg./cm² air **14** kg./cm²

Pressure tests after erection **7** lbs./in² gas or air Brine system pressure test on completion **-**



Do all pipes, including scupper pipes, air pipes and sounding pipes which pass through refrigerated chambers comply with, and are they erected and insulated in accordance with the Rules? **Yes**

Are air cooler trays provided in accordance with the Rules? **Yes** Are the drainage arrangements of the refrigerated chambers, cooler trays and air spaces behind insulation in accordance with the Rules? **Yes** Are liquid sealed traps provided as required by the Rules? **Yes** Has the spare gear (see Report 17(a)) been placed on board? **Yes**

Is a separate plant fitted for ships stores and/or air conditioning purposes? **Yes** Where the installation is on a ship not classed or intended to be classed with the Society, have the generator engines and electrical equipment which supply power to the refrigerating plant been examined generally and under working conditions and found sufficient and satisfactory? **Yes**

Steam or oil engines driving refrigerant compressors. Report 4c, Port **Yes** No. **Yes**

Where the machinery is driven by steam engines, is the exhaust steam connected to the main and auxiliary condensers? **Yes**

Motors over 100 BHP driving refrigerant compressors. Port **Yes** Certificate Nos. **Yes**

Air cooler fan driving motors. Port **Kobe** Certificate Nos. **Yes, Kobe No.**

Motors under 100 BHP driving refrigerant compressors. Have makers' certificates been obtained? **No. Surveyors Cert.** Are certificates attached? **Yes, Kobe No.**

DISTANCE READING THERMOMETERS: Are they approved type? **No.** Makers **Received** type **Yes** Where tube thermometers are fitted, are the tubes in accordance with the Rule requirements? **Yes** No. and position of thermometers in the cargo space and air ducts of each chamber. **2 in each chamber & position as per plan No. P.823 approved 14-4-60 London, and 1 at outlet & 1 at inlet of air ducts of cooler in each cooler room.**

TESTS AFTER COMPLETION: Have the thermometers provided for measuring chamber, air suction and air delivery temperatures been checked for accuracy and found in order? **Yes**

Have the air cooler fans been tested? **Yes** (the statements showing the results of these tests to be attached to the report). Have the air distribution arrangements in each chamber been checked and found satisfactory? **Yes** Has all the plant been tested under working conditions? **Yes** Where a plant is operated by thermostatic refrigerant control, are the arrangements for manual control in accordance with the Rules? **Yes** Have the manual controls been tested? **Yes** Were all the plant electrical instruments, gauges and thermometers checked for accuracy before the commencement of the refrigeration test? **Yes** Have the air cooler defrosting arrangements been tested? **Yes**

REFRIGERATION TEST. When did cooling down chamber(s) commence? Date **24.6.60** Time **18.30** When was the desired temperature of **-18 °C** attained in the chambers? Date **27.6.60** Time **3.00** When was the Balance Test completed? Date **27.6.60** Time **9.00**

Log sheets of the chamber and external temperatures, machinery operating conditions including fan and brine pump motor particulars, also a copy of the sheet showing the calculations of the estimate of the theoretical heat leakage on the average temperatures during the balance test period, to be attached to the report.

TOTAL THEORETICAL HEAT LEAKAGE DURING THE BALANCE TEST PERIOD

MEASURED HEAT LEAKAGE

Through surfaces, etc., of cargo chambers, brine rooms, cooler houses, etc.	14195	kg. cal./hr
Through refrigerant leads	486	kg. cal./hr
Total	14681	kg. cal./hr

Compressor Operating Conditions:

State which compressor(s) used	Fwd. Compressor
Average evaporator gauge	- 26.3 °C
Average condensing temperature	32 °C
Compressor R.P.M.	518

Ratio $\frac{\text{measured heat leakage}}{\text{theoretical heat leakage}} = \frac{16534}{14195} = 1.167$ $\frac{17,020}{14,681} = 1.16$

Machine output from curves	27200	kg. cal./hr
Fan, brine pump etc., heat load.		kg. cal./hr

Maximum ratio permissible for temperature qualification desired by Owners (state head office figure).

2.0

Average total fan heat load	10180	kg. cal./hr
Average total brine pump heat load	-	kg. cal./hr
Any other heat load such as heaters in chamber	-	kg. cal./hr
Total of above loads	10180	kg. cal./hr
Total measured heat leakage load	27200 - 10180 = 16534	kg. cal./hr

If the arrangements and details are not precisely in accordance with the approved specifications and plans, have full details of deviations been forwarded with this Report? **Completed as approved.**

Is the refrigerated cargo installation a duplicate of a previous case? **Yes** if so, state name of vessel or Yard and Yard No. **Spec. & Plans**

If the survey is not complete state, what arrangements have been made for its completion and what remains to be done **Completed**

* Details of insulation method and materials are same as previous vessel yard No. 1499 (Kotei Maru), but installation of ref. chamber as follows:-

Previous vessel yard No 1499 (Kotei Maru) Lower Tween Deck ... Ref. cargo capacity 11,091 cub.ft.

" " " 1532 (Brooklyn Maru).... Upper Tween Deck ... Ref. Cargo capacity 17,222 cub.ft.

GENERAL REMARKS. (State whether installation has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship, opinions as to class, etc.)

The Refrigerated Cargo Installation of ship has been constructed under Special Survey in accordance with the Rules, approved plans and Secretary's letters. The materials and workmanship are good.

It is submitted that the Refrigerated Cargo Installation of this ship is eligible to have the Class notation of Lloyd's \downarrow RMC to maintain temp. 0°F. with sea temp. 90°F. max. \downarrow 7/60 in the Register Book. For the report on survey of the Refrigerating machinery during construction see Kobe Surveyors' Rpt.No.FE-7546 attached herewith.

PARTICULARS FOR REGISTER BOOK

MACHINERY

No. of units **3** Prime movers **Electric motor**

Total BHP of all Compressor prime movers **90**

Refrigerant **Dicklorodifluoromethane**

Makers **Sabroe Co. of Japan Ltd.** Date of Construction **1960**

Machinery particulars **3-3 cyl. SA Com. Compressors 150 & 150 x 125 mm x 500 R.P.M. 3-S & T Condenser**

CARGO CHAMBERS

Total capacity in cubic feet **17.222** Total No. **4**

No. Independent **4** No. independently refrigerated **4**

Method of Cooling **Direct expansion and air**

Insulating material(s) **glass fiber**

Insulation lining **Timber**

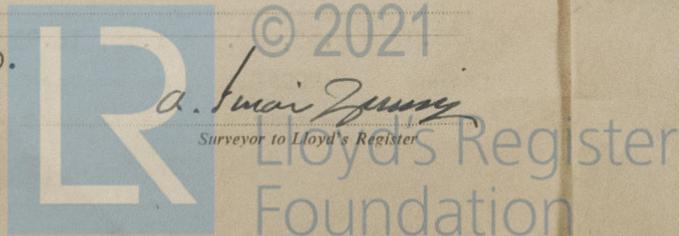
Survey Fee **£112,800** Fee applied for, **20th September, 1960.**

Travelling Expenses **12.12.60** **FRIDAY: 9 DEC 1960** Received by me, **19**

Date of Committee **+ Lloyd's Rmc. 7.60**

Class assigned **# "to maintain temp. 0°F. with sea temp. 90°F. maximum."**

CERTIFICATE WRITTEN



1 cert NAC

3m.10.57 T. **ack. nag.**