

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

P. O. Box 106, Las Palmas,

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Grand Canary, Canary Islands

Telegrams: Carbonera, Las Palmas

5 - OCT 1956

Telephone Nos. Office { 1771
2455
House 6531

2nd October 1956.

Dear Sir,

'Bruna' 146 Tons Gross of Monrovia

Reclassification.

At owners request I attended this vessel whilst on the slipway at Tenerife, for repairs, scraping, cleaning and painting, and I carried out a full survey of the Hull as required by the Rules, and to conform with your letter dated 29/8/56.

As far as the machinery survey was concerned, I examined the Main Engine and hydraulic gear box, and the one aux. engine, then in place. In due course these surveys will be reported on the forms for same.

I found the Hull in good condition, after examining same externally and internally, with all floors and steelwork fully exposed. The peaks etc. were also found good. All had been scraped and coated. The oil tanks and aft peak were tested under pressure and found good.

The anchors and cables were not available for survey, as these were still in the sea, and there are outstanding items in the engine room, but generally the vessels condition is very good.

The owners have written to the builders in Italy for the plans, but to date have received no acknowledgement, and they have now written again.

A new tail end shaft has been made and is being fitted, and an independent bilge pump has been fitted giving the necessary two pumps to conform with the Rules.

Meantime the starting air bottles are pumped up direct from the main engine, and a second compressor working independently must now to be fitted. They are acquiring this.

There has been no structural alterations to the vessel whatsoever. The old cargo winch has been removed and a light

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trawl winch, to be driven by a coupling from the main engine has now been installed, on the same seat.

The fish, when caught, are to be kept in four refrigerated compartments, now being built of wood, and which will be fitted inside the vessel's hold. These compartments will not be a structural part of the vessel in any way, and will be removable at will by the vessel's derrick.

The load line will not be affected.

In view of the fact that there has not been, and will not be, any alterations to the vessel, other than to the equipment mentioned, and that the new tail end shaft, and second bilge pump have now been fitted, as will be the independent compressor, and that the machinery is as fitted new, in 1951, I would ask if the plans of vessel and machinery are now necessary, when the owners ask the Society for Reclasding.

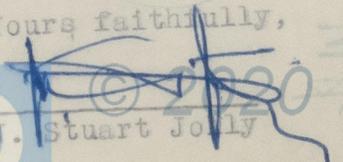
The international load line certificate is endorsed, "and only whilst on West Africa and Spanish coasting service" and no alteration to this endorsement is asked for.

All the vessels certificates have apparently been lost, to the present owners, in three years vessel has been detained at Tenerife, and only photo copies of same have been seen by me. These are as follows:-

- (a) International Load Line Cert.No. 35311 dated London 28th April 1952.
- (b) Certificate of class issued London 23rd May 1952.
- (c) Certificate for machinery ditto.
- (d) Certificate of Measurement No. 35316 issued London 29th April 1952.

Please be good enough in the light of the foregoing to advise me further regarding this case, so that I will be in a position to instruct the owners. I would say that I understand it is intended to use the vessel for tunny fishing, which is normally carried out by the crew using fishing rods, instead of trawling and there are several other vessels so engaged in the locality, where good prices are now available. As this is now approaching the good season the owners are naturally anxious to commence operations.

Yours faithfully,


J. Stuart Jolly

The Secretary
Lloyd's Register of Shipping
L O N D O N

