

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

Enclosure

21st May, 1952.

Dear Sirs,

I duly received your letter of the 8th instant regarding the case of the Motorship "BRUNA", and have to advise you that this has been carefully considered in conjunction with your first entry report No. 13641 on this vessel.

The plans of piping arrangements have been examined and the arrangements as shown thereon are such as could be accepted, subject to the following comments:-

- 1) It is noted from the first entry report that the capacity of the main engine driven bilge pump is only about three tons per hour, instead of about 17 tons per hour, as required by the Rules, and in these circumstances it will be necessary for a small additional bilge pump to be provided, driven from the main engine either by belt or chain. This pump should have a capacity of about 10 tons per hour and be provided with suctions both to the engine room and to the hold.
- 2) It is considered that a small hand compressor should be provided for first charging the air receivers.

The details and particulars of the crank, straight shafting and reverse gear as shown on the plans and stated in the machinery first entry report are such as could be accepted.

Having regard to the actual diameter of the screw shaft, the length of the sternbush is considered satisfactory. The scantlings of the air receivers as shown on the plan meet the requirements of the Rules.

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I would point out, however, that the approval of the shaft sizes does not preclude the possibility of severe torsional vibration stresses arising in the shafting and would advise you that the Society would be prepared to examine the t.v.c's on receipt of a written request from the Owners. A fee commensurate with the services rendered would of course be chargeable and I would add that if the t.v.c's are not examined, the Machinery Certificate will require to be endorsed to that effect.

The electrical installation, as reported and shown on the drawing forwarded, will be accepted in this instance.

It is noted from your report that no particulars of tests of anchors are available and that 220 metres of 18 mm. diameter chain cable, previously tested by the Registro Italiano are on board.

As the diameter of the chain cable is above Rule requirements, instead of below, as shown on the approved plan of midship section, it is considered that the additional 30 metres of chain cable recommended are not now required, and I shall be glad if you will advise the Owners accordingly.

In view of the above comments, it has now been agreed that this vessel will be classed 100A- For West African and Spanish Coasting Service, with record of docking 4,52, and notation of S.S. Tri - 5,52, the assignment of the figure "1" for equipment being deferred pending the testing of the anchors.

The machinery class which will be assigned to this vessel is LMC 5,52, subject to the additional bilge pump and small hand compressor being fitted at the first available opportunity. A record of Shaft 4,52 will also be assigned, subject to the screwshaft being re-examined before the end of April, 1953.

In view of the penultimate paragraph of your letter, I have cabled to you today as per copy enclosed, and no doubt you will arrange for amended Interim Certificates to be issued to replace those issued by you on the 5th instant.

Yours faithfully,

Clerk to the
Classification Committee.

The Surveyors,
TRIESTE.

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