



Lloyd's Register of Shipping,

Via Mazzini No. 9

RECEIVED

Trieste, 8th May, 1952

10 MAY 1952

Dear Sir,

And 21/5

M/V "BRUNA"^M.

Proposed Classification for West African
and Spanish Coasting Service.

We are forwarding, under separate cover, First Entry Reports on the above vessel following the examination of the machinery during which it was noted that some of the arrangements are not strictly in accordance with the Rules.

It will be observed, for example, that the bilge pumping arrangements consist of 2½" and 1½" direct suction to both hold and engine room lead to an independent and main engine pump respectively. The latter pipe has not been increased to the normal minimum size as the pump connection is only 1½" bore and the pipes are short and easily disconnected for cleaning.

No starting air compressor is fitted, the bottles being charged by a leak-off from the main engine. The latter, however, does not require to be stopped when manoeuvring as there is a reversing clutch.

The cylinders are not fitted with safety valves, but as crank case pressure scavenging is employed, the mean pressure is low.

The sternbush is less than Rule length, but it is recommended the shaft be withdrawn for re-examination after twelve months.

It may be explained that the crankshaft is carried on roller bearings and it will be noted that in way of the shrink fits the surfaces are slightly conical.

Continued...../

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It appears that this is to assist assembly when the webs are heated in an oil bath and it is concluded that the internal oil holes - which are not for lubrication - are intended for the application of oil pressure enabling the shaft to be dismantled and the bearings renewed if necessary.

We are informed the official papers for this vessel, which has to have the Liberian flag, can only be issued in New York on presentation of our Interim Certificates. We have, to avoid delay, issued these to the Agents here it being felt that the arrangements described above might be accepted in view of the limited proposed class and power of the machinery.

As the vessel, however, probably remains in Trieste for at least another two weeks we should be glad if you would kindly consider our Reports at your earliest convenience and advise us by wire of any amendments which are considered necessary.

Yours faithfully

John McAfee

The Secretary
L o n d o n



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