

Received from Chief Engineer Surveyor

4E

Chief Engineer Surveyor

"BRUNA"

REPORT

No. ---

NAME

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

This vessel was built in 1947, assigned a class in 1952 and as a record of LMC 5.52, NE made and fitted '51, and S. 4.52, subject an additional bilge pump being fitted at the first available opportunity to the screwshaft being re-examined before the end of 4.53.

The latter special condition was imposed a year previously on account of the shaft being pitted.

On enquiry from the Owners they stated in a letter dated 30.7.53 the vessel had recently dry docked and the screwshaft had been lined and repaired. It transpires that this was not done under supervision, and accordingly the Owners were asked for arrangements to be made for the screwshaft to be examined by the Society's Surveyors.

The Owners have now forwarded a copy of a report by a Surveyor of the Spanish Marine Commissariat on the screwshaft examination. In this report it is observed that a repair has been carried out on the screwshaft filling in the wasted parts by means of electric welding.

A repair of this nature is not approved of by the Society and is accordingly considered that a new screwshaft should be fitted at first opportunity.

IT IS SUBMITTED action be deferred and the Owners informed accordingly.

25.9.53.

It should be explained that repairs to shafts by means of welding are most unreliable and that failure is liable to occur without warning



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