

No. 13641

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

12 MAY 1952

8th May 52 When handed in at Local Office 8th May 52 Port of TRIESTE
 Date First Survey 10th April '52 Last Survey 7th May 1952
 (No. of Visits) SIX

90 on the Machinery of the ~~Wooden~~ Steel M/V "BRUNA" ex "BRUNA M."

Gross 146 Vessel built at TRIESTE By whom CANTIERE MARTINUZZI When 1947
 Net Engines made at HAMBURG By whom Hanseatische Motoren Gesellschaft When 1951
 Power 32 Boilers, when made (Main) - (Donkey)
 Owners ZABAN, S.A. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Port Monrovia Voyage
 Main Boilers - Managers
 Donkey Boilers - If Surveyed Afloat or in Dry Dock BOTH
 Pressure - (State name of Dock.)
 Main Boilers -
 Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned to period expired	Machinery and Boiler Surveys (including date of N.B., if any)
Classification Proposed for		
Restricted Service		
Coasting		

Report No. Port Classification

Particulars of Examination and Repairs (if any) Classification
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Donkey " " " "

state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

latest date of internal examination of each boiler Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

screw shaft now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? no

shaft now been changed? no If so, state reasons - Has the shaft now fitted been previously used? 4.52 Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 4.52 State the wear down in the

in bush 3/32" Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. complete

DONE: Vessel placed on slipway. Propeller, screwshaft, stern bush and sea connections

mined. The screwshaft is without liner or oil gland and runs in a white metal bush which is

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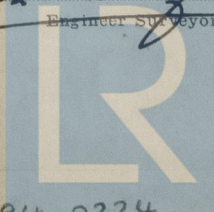
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)
 CS 3.34
 machinery of this vessel has been found in efficient condition and in view of the size of installation and the restricted class proposed for the vessel, is eligible, in my opinion be classed with records of LMC - 5.52 and Screw Shaft seen - 4.52 subject to screw shaft being re-examined before the end of 4.53.
 CLASS. MACH. LIT. 37,500
 ELECT. 18,000
 Damage or Repair Fee 1,300
 (per Section 21) 1,374
 Selling expenses (if chargeable) 2500
 CAR FUND 2500
 23 MAY 1952

Committee's Minute

signed LMC 5.52 subject. NE made & fitted '51.

Gil Eng. T.S. 4.52

Fee Amendments per TRI. LG 10/6/52
 John W. Jones
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

003884-003894-0224

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to