

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

No. 3243.

Date of writing Report 16/12/47

(Received at London Office)

When handed in at Local Office

Port of GIBRALTAR.

22 DEC 1947

No. in Survey held at GIBRALTAR.

Date. First Survey 26/11/47 Last Survey 16/12/47.19

(No. of Visits 4)

on the Machinery of the ~~Head, Bronze~~ Steel M.V. "VIRGEN DE LA ESPERANZA".

Tonnage Gross 400 Vessel built at Valencia. By whom Union Nav. de Levante S.A. Year. Month.
 Net 182 Engines made at Barcelona By whom La Maquinista When 1944 1
 Nominal ~~100~~ 101 HP Boilers, when made (Main) (Donkey) Terrestre y Maritimo When 1947.
 Horse Power Owners Vicente Ensenat. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers -- Managers -- Port P.de Mallorca Voyage Las Palmas.
 No. of Donkey Boilers -- If Surveyed Afloat or in Dry Dock Afloat.
 Steam Pressure in Main Boilers -- (State name of Dock.)
 in Donkey Boilers --

Last Report No. 5200 Port Bcl.

Particulars of Examination and Repairs (if any)

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

In damage 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.

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

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

" Donkey "

If not, state for what reasons.

What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers?

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Vessel was on voyage from Seville to Las Palmas in loaded condition and it is stated that the vessel became disabled on the 23rd November 1947, when about 15 miles off Cape Spartel due to a breakdown of the Main engine, following the failure of the teeth in the camshaft gear wheels. A call was made for assistance and it is stated that the Italian Steamer "NAPOLI" contacted the vessel on the 25th November 1947, and towed her into Gibraltar later on the same day.

I found and recommended as follows:-

Defect.

Recommendation & repairs effected.

Main Engine.

Six Cylinder four stroke S.A.
 "Krupp" type Diesel built by
 La Maquinista Terrestre y Maritimo.
 Barcelona. 1945.

Vessel brought alongside Commercial Mole
 and given safe berth during repairs.

Teeth fractured on four gear wheels
 for camshaft and pump drive.

Four new gear wheels supplied by
 Engine builders in Barcelona.

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 or LMC 9.11 or LMC 140 lb., FD, &c.)

It is recommended that the vessel retains Class as now
 held and be allowed to proceed on intended voyage.

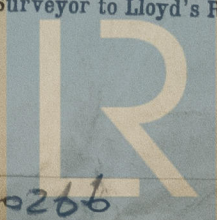
Survey Fee (per Section 29) £ 11 : 10 : 0 Fees applied for 16/12/47
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ 2 : 10 : 0 Received by me, 19

Committee's Minute / FRI. 23 JAN 1948

Assigned

As now, subject

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007881-007887-0266

Bushing on centre idling wheel
found slack in sleeve.

New steel sleeve fitted.

Camshaft.

Found slightly bent at after
end.

Camshaft removed, straightened
and replaced.

After Camshaft bearing fractured.

Camshaft bearing renewed.

During assembly, the new gears were carefully
examined, rotated tooth by tooth, bedded, and hard spots on
teeth eased where necessary. After power trials were made the
gears were examined and found in good order.

H. H. Hensley.



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