

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "VIRGEN DE LA ESPERANZA" REPORT Bcl. 5025 & No. 5085

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.)

Type of Engine Oil Engines 2 S.C.S.A.

6 Cy. 8 $\frac{5}{8}$ " - 14 $\frac{7}{16}$ "

MN 79

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

~~If fitted with an outside gland of approved type~~

This standard type engine made by Messrs. Burmeister & Wain in 1931 was not constructed under Special Survey.

The sizes of shafting and scantlings of air receivers and plans of pumping arrangement have been approved.

The machinery has been completely opened up and examined.

The installation of the machinery has been carried out under Special Survey and found satisfactory under working conditions.

The propeller blades are reversible by "BREVO" clutch system and have been examined in dry dock and adjusted.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 1.44, subject to oil fuel transfer pump & deck control gear being fitted at the first opportunity.

E made 31 refitted 1.44.



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