

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

(Received at London Office 11 FEB 1946)

Date of writing Report 15th January 46 When handed in at Local Office 15th January 46 Part of Barcelona  
No. in Survey held at Barcelona Date. First Survey 11th Jan. Last Survey 13th Jan. 1946  
35609 on the Machinery of the ~~Wood, Iron or Steel~~ screw motorship "VIRGEN DE LA ESPERANZA"  
Gross 400 Vessel built at Valencia By whom Union Naval Levante When  
Net 182 Engines made at By whom (Donkey) When  
Boilers, when made (Main)  
Owners Vicente Enseñat Owners' Address  
Managers Port Palma Mallorca Voyage  
If Surveyed ~~Afloat or in~~ Dry Dock Barcelona  
Part

Particulars of Examination and Repairs (if any) DKG. & PROPELLER

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 residues 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.

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

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

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

Donkey

is was not done, 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?

the latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler?

the Surveyor examine the Safety Valves of Donkey Boiler?

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

the screw shaft now been drawn and examined? Is it fitted with continuous liner?

shaft now been changed? If so, state reasons

the shaft now fitted been previously used? Has it a continuous liner?

the date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

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

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

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Classification		
Contemplated		

Present condition of funnel(s) good

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

, and of the Donkey Boilers?

, and of the Donkey Boilers?

, and of the Donkey Boilers?

Is and approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

1.5 m/m

Is electric light and/or power fitted

NOW DONE.-

Vessel placed in dry dock, propeller and outside fastenings examined and found or placed in satisfactory condition.

REPAIRS NOW DONE FOR WEAR AND TEAR/

Propeller reversing blades adjusted in propeller box bearing and steel pins for blades movement renewed.

General Observations, Opinion, and Recommendation.— The machinery of this vessel as far as now

(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, B.S. 9,11, B.&M.S. 9,11, + L.M.C. 9,11 or +LMC 140 lb., F.D., &c.)

seen is in efficient condition eligible in my opinion to remain as classed without fresh record of survey. Subject to fuel oil transfer power pump and its deck control gear being fitted on board as soon as possible.

by Fee (per Section 29) Propeller Ptas. 100.- Fees applied for 15-1-46  
Additional Damage or Repair Fee (if any) £ : : Ptas. 105.-  
Selling expenses (if chargeable) £ : 5.- Received by me, 19

Committee's Minute

Signed See Minute on 15.1.46

FRI. 31 MAY 1946

Signature  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation

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

7050-788700-188700

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



It is submitted that this  
vessel is eligible to remain  
as CLASSED. contemplated

See endorsement on  
1st Entry Report ~~subject~~

ReN  
31/5/46

It is submitted the  
class be made subject  
to oil fuel transfer pump  
and deck control gear  
being fitted at  
first opportunity

ReN  
26/6/46

