

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd May 1947 When handed in at Local Office 22nd May 1947 Por of Barcelona
No. in Reg. Book 35455 Survey held at PALMA MALLORCA Date, First Survey 20 Nov. 1946 Last Survey 28th Feb. 1947
(No. of Visits 6)

on the Wood, Iron or Steel screw motorship "VIRGEN DE LA ESPERANZA"
TONNAGE:— Built at Valencia By whom Union Naval de Levante When 1944-1
GROSS 400 Owners Vicente Enseñat Owners' Address
UNDER DK. 307 Managers _____ (if not already recorded in Appendix to Register Book)
NET 182 Port belonging to Palma Mallorca

Surveyed Afloat or in Dry Dock? yes Name of Dock PALMA MALLORCA Destined Voyage
CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet
total capacity _____ tons; FPT _____ tons; APT _____ tons; MT _____ tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
N. B. - All alterations in the existing records should be underlined.

Last Report, No. 5025 Port Bel

(Periodical Surveys, when held, must be reported in detail and seriatim in the forms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of anchor or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined _____
Society's Freeboard (if assigned) as painted on Ship and now verified) _____ ft _____ ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & SPECIAL REASONS LIST.

NOW DONE FOR DOCKING.-
Vessel placed in dry on slipway, the bottom, flat keel and rudder, cleaned, all shell plating outside surface carefully scaled, examined and found or placed in good or efficient condition and coated.
Stem bar in way of main sheer and stem plate fore end (p & s) found slightly bent over starboard, but efficient. Recommended same to be dealt with at first opportunity.
Chain locker cleaned, scraped and painted, examined and found satisfactory.
Anchors, chain cable and equipment examined, chain cables ranged, cleaned and painted and found 5 lengths of 15 fathoms in port side and 4 lengths in starboard side. To complete chain cables equipment 30 fathoms remain to be supplied.

| SUMMARY OF DAMAGE REPAIRS:- | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates | Other Items:- |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | | PRESENT CONDITION OF THE | | PRESENT CONDITION OF THE | | PRESENT CONDITION OF THE | |
|--|---|---|-------------------------------------|--|--|--|--|
| Decks <u>good</u> | Bulkheads <u>good</u> | Engine Room Skylights <u>good</u> | Copper, or Y. M. (State if on Felt) | When fitted, Month | Year | Boats <u>good</u> | Condition, how ascertained <u>from dk.</u> |
| Caulking of Decks <u>"</u> | Ceiling <u>"</u> | Coal Bunkers, Openings, Covers, &c. <u>good</u> | Equipment letter <u>r</u> ✓ | Anchors No. of <u>2B 1S</u> ✓ | Cables (State if now ranged) <u>yes</u> | length <u>247.5 m</u> mean diam. <u>25mm</u> | Rule length <u>300 m</u> size <u>25mm</u> |
| Coamings <u>"</u> | Cement or Asphalt <u>cement</u> | Oil Bunkers <u>good</u> | Planking | Chain Locker <u>good</u> | Hawsers & Warps <u>in order</u> | Standing and Running Rigging <u>good</u> | Sails |
| Beams & Fastenings <u>"</u> | Rudder <u>good</u> | Scuppers <u>"</u> | Caulking | Hawsers & Warps <u>in order</u> | Standing and Running Rigging <u>good</u> | Sails | |
| Outside Plating <u>good or efficient</u> | Steering gear and its connections <u>"</u> | Cargo Hatchways <u>"</u> | Treenails | Standing and Running Rigging <u>good</u> | Sails | | |
| in way of sidelights <u>good</u> | Windlass <u>"</u> | Hatches <u>"</u> | Breasthooks & Stems | | | | |
| Frames <u>"</u> | Have pumps been examined and found efficient? <u>/</u> | Planking | Transoms, Pointers & Crutches | | | | |
| Reverse Frames <u>"</u> | Have Sluice Valves been examined and found efficient? <u>/</u> | Caulking | Timbers of Frame at openings | | | | |
| Longitudinals <u>/</u> | Have Watertight Doors been examined and found efficient? <u>/</u> | Treenails | Stringers, Clamps & Shelves | | | | |
| Transverses <u>/</u> | Have Ventilators and their Coamings been examined and found efficient? <u>yes</u> | Stringers | Sanding (State if examined.) | | | | |
| Floors <u>good</u> | Air and Souding Pipes <u>good</u> | Sanding (State if examined.) | | | | | |
| Keelsons <u>"</u> | Doubling Plates under Souding Pipes <u>/</u> | | | | | | |
| Stringers <u>"</u> | | | | | | | |
| Inner Bottom Plating <u>/</u> | | | | | | | |
| Have the Tanks been examined internally? <u>no</u> | | | | | | | |
| Have the Tanks been tested? <u>no</u> | | | | | | | |

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No.1-38".
This vessel as far as now seen is in efficient condition eligible in my opinion to remain as classed with fresh record of survey 12,46. Subject to 30 fathoms of anchors chain cable, Stem indentation and hand pump and oil bilge as previously recommended, be supplied, made good or fitted at first opportunity.

| | |
|---|----------------------------------|
| Survey Fee (per Section 29) <u>Dkg.</u> <u>200.-</u> | Fees applied for. <u>22-5-47</u> |
| Special Damage or Repair Fee (if any) (per Sec. 29) <u>21.-</u> | Received by me. _____ |
| Travelling Expenses (if chargeable) <u>555.-</u> | _____ |
| Second Surveyor's Fee (if any) _____ | _____ |
| Committee's Minute <u>✓</u> | TUES. 22 JUL 1947 |
| Character Assigned <u>Deferred for further enquiry</u> | _____ |

[Signature]
Surveyor to Lloyd's Register of Shipping.



Deferred for further enquiry but 12.46 Bel subject

007681-007687-0269

(The Surveyors are requested not to write on or

Is Certificate required? If so, to be sent to

