

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22nd May 1947 When handed in at Local Office 22nd May 1947

Port of Barcelona

No. in Reg. Book. Survey held at PALMA MALLORCA

Date, First Survey 20 Nov. 1946 Last Survey 28th Feb. 1947

35455

(No. of Visits 6)

on the Wood, Iron or Steel screw motorship "VIRGEN DE LA ESPERANZA"

TONNAGE:-

GROSS 400

UNDER DK. 307

NET 182

Built at Valencia

By whom Union Naval de Levante

When 1944-1

Owners Vicente Enseñat

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to Palma Mallorca

Surveyed Afloat or in Dry Dock? yes

Name of Dock PALMA MALLORCA

Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet; f feet; f feet  
total capacity tons; FPT tons; APT tons; MT feet tons.

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 serially 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 &amp; 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.

Anchor, 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

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

## General Observations, Opinion as to Class, Recommendation, &amp;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) Dkg. Ptas. 200.-	Fees applied for. 22-5-47
mail and stamps 21.-	Received by me. 19
Special Damage or Repair Fee (if any) (per Sec. 29) £	Ptas. 776.-
Travelling Expenses (if chargeable) £ 555.-	
Second Surveyor's Fee (if any) £	

Committee's Minute

Character Assigned

TUES. 22 JUL 1947

Deferred for further survey rpt  
but 12.46 Bel subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Bcl.Rpt.5200

Holds sides and bottom all cleaned, scraped and painted, examined and found in order.

NOW DONE AS PART OF COMPLETION OF FIRST ENTRY REPORT

Fore peak bulkhead wood ceiling fitted. Hand pump and oil bilge still remain to be fitted.

Francis  
L

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

Iron Stream Chain  
or Steel Wire

N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to smudge.

**THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.**

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Foundation