

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

No. 5200

17 JUN 1947

Date of writing Report 22nd May 19 47 When handed in at Local Office 22nd May 19 47 Part of Barcelona
 No. in Reg. Book. Survey held at Palma de Mallorca Date. First Survey 20th Nov. 46 Last Survey 28th Feb. 1947
84639 on the Machinery of the Wood, Iron or Steel screw motorship "VIRGEN DE LA ESPERANZA" (No. of Visits 6)

Tonnage { Gross 400 Vessel built at Valencia By whom Union Naval de Levante Year. Month.
 Net 182 Engines made at Copenhagen By whom Burmeister & Wain When 1944-1
 Nominal Horse Power 79 Boilers, when made (Main) (Donkey) When 1944
 No. of Main Boilers 1 Owners Vicente Enseñat Owners' Address Port Palma de Mallorca
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 1 If Surveyed Afloat & in Dry Dock Palma de Mallorca Voyage
 in Donkey Boilers 1 (State name of Dock.)

Last Report No. Port

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

(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 this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also, 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 Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

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? Is it fitted with continuous liner?

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

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

State 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.

Is electric light and 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

NOW DONE

Vessel placed in dry dock, outside fastenings examined and found in order.

Sea connections opened out, ground in, examined and found or placed in satisfactory condition.

Existing Main Motor, Burmeister & Wain type 622, fitted as per Bcl. First Entry Rpt.

No 5025 has now been removed together with all shafting, propeller and stern tube and, a new

Oil Engine No 61 Krupp type S-42-b6-u built by La Maquinista Terrestre Maritima, Barcelona, with new shafting line, stern tube and propeller has now been installed on board.

On completion of main motor installation, machinery was tried at sea and moored to pier under full power working conditions and found satisfactory.

P.T.O.

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 L.M.C. 140 lb., F.D., &c.)

seen is in efficient condition eligible in my opinion to remain as classed with fresh record of N.E. 2,47 and nTS(CL) seen 12,46. Subject to fuel oil transfer pump and its deck control gear be fitted on board at Owners convenience.

Survey Fee (per Section 29) N.Eng.inst. Ptas. 1100

Fees applied for 22-5-47

Special Damage or Repair Fee (if any) (per Section 29)

£ : : Ptas. 2.100.-

Travelling expenses (if chargeable)

£ : 1000.-

Received by me, 19

Committee's Minute

TUES. 22 JUL 1947

Assigned

Deferred for further rpt.

007881 - 007887 - 0274

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

19 JUL 1947

22nd May 1947

m/v "VIRGEN DE LA ESPERANZA"

Bcl.Rpt.Nº 5200

The new starting air receivers have now been fitted on board and their capacity was tried making 14 manoeuvres ahead and astern without replenishing and found satisfactory,

Identification marks are:-

Nº 10
Lloyd's Test
50 kgs.
W.P. 31 "
F.L. 30-3-46
Capacidad 550 L.

Nº 11
Lloyd's Test
50 kgs
W.P. 31 "
F.L. 30-12-46
Capacidad 550 L

The new Main Motor First Entry Report will be sent as soon as possible.

Stanicea



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