

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

(Received at London Office 11 FEB 1946)

Date of writing Report 15th January 1946 When handed in at Local Office 15th January 1946 Part of Barcelona

No. in Survey held at Barcelona Date. First Survey 11th Jan. Last Survey 13th Jan. 1946 (No. of Visits 2)

35609 on the Machinery of the ~~Wood, Iron or Steel~~ screw motorship "VIRGEN DE LA ESPERANZA" Year. Month.

Tonnage { Gross 400 Net 182 Vessel built at Valencia By whom Union Naval Levante When

Nominal Horse Power } Engines made at By whom (Donkey) When

No. of Main Boilers Owners Vicente Enseñat Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port Palma Mallorca Voyage

No. of Main Boilers If Surveyed ~~Afloat or in~~ Dry Dock Barcelona

No. of Donkey Boilers (State name of Dock.)

Next Report No. Part

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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		

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

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Where 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?

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

Where this 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?

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

Has the 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?

What is 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. Is electric light and/or power fitted

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?

Where 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, 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 † L.M.C. 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.

Survey Fee (per Section 29)	Propeller	Ptas. 100.-	Fees applied for 15-1-46
Special Damage or Repair Fee (if any) (per Section 29)		Ptas. 105.-	
Printing expenses (if chargeable)		5.-	

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

FRI. 31 MAY 1946

Committee's Minute signed See Minute on 15.5.46

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~~

Re: 31/5/46

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

Re: 26/6/46



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