

REPORT OF SURVEY FOR REPAIRS, & DISCLOSED BAY No.

Date of writing Report January 28th 1941 When handed in at Local Office Brooklyn Port of New York

No. in Reg. Book 75957 Survey held at Brooklyn Date, First Survey December 16th Last Survey December 21st 1940

TONNAGE - 86370 on the Wood, Iron or Steel S/S WILLY Built at Wilmington Del By whom Harlan & Hollingsworth Corp Year 1916 Month 2

GROSS 5832 Owners Compania Victor Roza Owners' Address 8 Calasegundo, Panama City, Panama (if not already recorded in Appendix to Register Book)

UNDER DK. 5310 Managers Managers Port belonging to Managers

NET 3466 Surveyed Afloat or in Dry Dock? Yes Name of Dock Robins S S & Co Destined Voyage Managers

Cell/Dry/Dk/Ba al capacity feet; uE&B feet; f feet; MT tons; APT tons; FPT 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. 40245 Port N.Yk.

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry docking & general examination with a view to reclassification
this vessel which was about to be broken up see London letter dated 15th August 1940.
was purchased by Compania Victor Roza, 8 Calasegundo, Panama City, Panama, and submitted for survey with a view to reclassification.

London Vessel placed on dry dock, bottom and rudder examined.
Chain cable ranged and found to be worn to below minimum requirements
Chain locker examined, bottom & lower part of sides found thin. Forepeak space examined cement top found on
port side and forepeak tank top found thin.
A considerable number of keel, shell & deck plates were found thin. No. 1 main cargo tank examined internally
and a considerable number of bottom & side shell frames, transverse, side keelsons, deck beam stiffeners and
bulkhead plates were found thin & wasted.

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Plating of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stowings	Cement or Asphalt	Oil Bunkers	Boats
Rings & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Side Plating	Steering gear and connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Transverse Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Transverses	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Beams	Have Watertight Doors been examined and found efficient?	Breasthooks & Stems	" Rule length size
Stringers	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers & Crutches	Chain Locker
Inner Bottom Plating	Air and Sounding Pipes	Timbers of Frame at openings	Hawsers & Wires
Are the Tanks been examined internally?	Doubling Plates under Sounding Pipes	" " at other places	Standing and Running Rigging
Are the Tanks been tested?		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

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 "No. 1-38."

This report is forwarded for the information of the committee.
No action necessary -
Reclassification not to be proceeded with

Survey Fee (per Section 20) \$100.00
Special Damage or Repair Fee (if any) Piggery \$15.00
Travelling Expenses (if chargeable) BAL A/C \$27.55
Second Surveyor's Fee (if any) £

Fees applied for, FEB 6 - 1941
Received by me, J. G. Young
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK FEB 5 1941
Character Assigned Transmit to husband



Is Certificate required? If so, to be sent to

Port of *New York*

Continuation of Report No. *40797* dated *January 28th 1941* on the
S/S. WILLY.

All summer tanks examined, deck beams, shell frames and bulkheads found thin and a great number of shell & deck plating rivets rusted.

In view of the extensive renewals & repairs indicated to be necessary by the above general examination the Owner decided not to proceed with reclassification.

J.G.B.

J.C.F.

11



© 2020

Lloyd's Register
Foundation

0039 1/2