

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office MAR 13 1941)

Date of writing Report January 28th 1941 When handed in at Local Office Feb 4 1941 Port of New York

No. in Survey held at Brooklyn Date, First Survey and Last Survey December 16th 1940

6370. on the Machinery of the Wood, Iron or Steel S/S. WILLY (No. of Visits one)

Tonnage { Gross 5832
 Net 3466 Vessel built at Wilmington, Del By whom Harlan & Hollingsworth Co. When 1916 Month 2
 Engines made at Sitta By whom _____ When Sitta
 Nominal Horse Power 550 Boilers, when made (Main) 1916 (Donkey) _____
 No. of Main Boilers 3 SB Owners Compania Victor Roza Owners' Address 8 Calasegundo, Panama City, Panama
 No. of Donkey Boilers ✓ Managers _____ Port _____ Voyage _____
 Steam Pressure _____
 No. in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock yes
 No. in Donkey Boilers ✓ (State name of Dock.) Robins D & R. Co.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) general examination with a view to Reclassification

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 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.

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? no

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

If 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? ✓

State latest date of internal examination of each boiler. Present condition of funnel(s) ✓

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 screw shaft now been drawn and examined? no 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 5/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done ✓

This vessel which was about to be broken up see London letter dated 15th August 1940. was purchased by Compania Victor Roza, of the above address and submitted for survey with a view to reclassification.

Vessel placed on dry dock, examined the propeller, fastenings of the stern bush and of the sea connections and found in good order.

In view of the extensive hull renewals & repairs the Owner decided not to proceed with reclassification.

General Observations, Opinion, and Recommendation:— This report is forwarded for the

(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, E.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

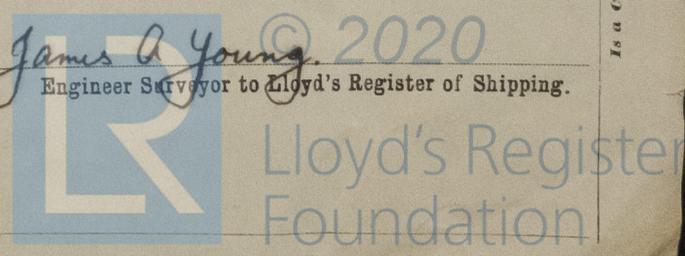
Information of the committee.

Survey Fee (per Section 29) £ : : Fees applied for _____
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : _____
 Travelling expenses (if chargeable) £ : : _____
 Received by me, _____

NEW YORK FEB 5 1941

Committee's Minute _____
Assigned Transmit to Lmdm.

James A. Young
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to _____

Noted



24/3/51



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