

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

Date of writing Report January 28<sup>th</sup> 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 16<sup>th</sup> 1940  
6370. on the Machinery of the Wood, Iron or Steel S/S. WILLY (No. of Visits one)

Manager { Gross 5832  
Net 3466  
Nominal Horse Power 550  
No. of Main Boilers 3 SB  
No. of Donkey Boilers 1  
Steam Pressure 180 lb  
No. of Main Boilers 180 lb  
No. of Donkey Boilers 1  
Vessel built at Wilmington, Del By whom Harlan & Hollingsworth Corp. When 1916. 2  
Engines made at Ditt By whom When Ditt  
Boilers, when made (Main) 1916 (Donkey)  
Owners Compania Victor Roza Owners' Address 8 Calasegundo, Panama City, Panama  
Managers (if not already recorded in Appendix of Register Book.)  
Port Voyage  
If Surveyed Afloat or in Dry Dock Yes  
(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 serialim 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

Donkey " " " "

Was this 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?

Is 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?

Is shaft now been changed? If so, state reasons

Is 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/or power fitted Yes

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

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

Is the Survey 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 15<sup>th</sup> August 1940. was purchased by Compania Victor Roza, of the above address and submitted for survey with a view to reclassification.

now done

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, B.&M.S. 9.11, & L.M.C. 9.11, or

information of the committee.

Survey Fee (per Section 29) £ : : Fees applied for 19

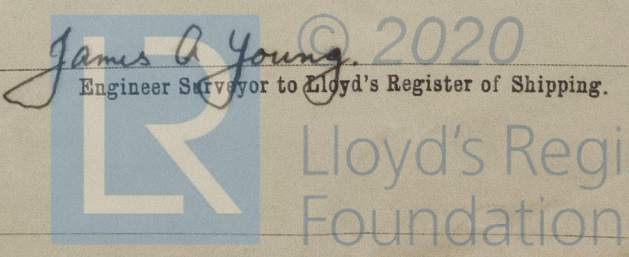
Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned Transmit to London.

NEW YORK FEB 5 1941





Noted

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24/3/61



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Lloyd's Register  
Foundation