

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11-1-1951 When handed in at Local Office 11-1-1951 Port of CAPE TOWN

No. in Survey held at Cape Town Date, First Survey 8-1-51 Last Survey 10-1-1951

Reg. Book. 72482 on the Wood, Iron or Steel Steam Trawler "PHYLLISIA"

Tonnage: Gross 337 Under Dk. 288 Net 143 Built at Selby. By whom Cochrane & Sons. When 1918 Month 9

Owners East Fisheries, Limited. Owners' Address (if not already recorded in Appendix to Register Book).

Managers - do - Port belonging to Cape Town

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Cape Town Slipway. Destined Voyage -

Cell/D/Bor/D/BA feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

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. 4173 Port 82

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 Al. & 50 Ctn. Steam Trawler	+L.M.C. 6, 47. B.S. 10, 50.
S.S. Ply. 6, 47 (Dr)	C.L. N6, 49.

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

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 to whom and why they were declined Copy attached.

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking on account of grounding damage.

Damage stated to have been sustained through grounding on the 6th January, 1951.

Vessel placed on Slipway, bottom, keel and rudder cleaned and examined. Found stem bar set over at fore foot; adjoining p.s. plate badly buckled and s.e. plate slightly buckled; p.s. 'A' 2 and 3 plates and s.s. 'B' 2 plate indented and floors in way buckled; p.s. 'A' 7 plate badly buckled; s.s. 'A' 7 plate slightly set over. Keel bar at 'A' 7 plate set over.

### NOW DONE:

Various started rivets welded and seams caulked; various bottom plates chipped and all re-coated.

Decks, casings, hatch and ventilator coamings and all remaining deck openings with closing arrangements, scupper, air and sounding pipes, windlass, steering gear and its connections, and

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

### PRESENT CONDITION OF THE

Decks GOOD	Bulkheads GOOD	Engine Room Skylights GOOD	Copper, or Y.M. (State if on Felt.)
Caulking of Decks GOOD	Ceiling GOOD	Coal Bunkers, Openings, Covers, etc. GOOD	When fitted, Month Year
Coamings GOOD	Cement or Asphalt GOOD	Oil Bunkers -	Boats GOOD
Beams and Fastenings GOOD	Rudder GOOD	Scuppers GOOD	Masts, Yards, &c. GOOD
Outside Plating GOOD	Steering gear and its connections GOOD	Cargo Hatchways GOOD	Condition, how ascertained From Deck (State if wedges removed.)
" " in way of sidelights -	Windlass GOOD	Hatches GOOD	Equipment letter -
Frames GOOD	Have pumps been examined and found efficient? NOT EXD.	Planking -	Anchors, No. of
Reverse Frames GOOD	Have Sluice Valves been examined and found efficient? NOT EXD	Caulking -	Cables (State if now ranged) STATED COMPLETE (on board) mesh diamr
Longitudinals -	Have watertight doors been examined and found efficient? -	Treenails -	" length size
Transverses -	Have Ventilators and their Coamings been examined and found efficient? YES	Breasthooks & Stemson -	" Rule length size
Floors GOOD	Air and Sounding Pipes GOOD	Transoms, Pointers & Crutches -	Chain Locker GOOD
Keelsons GOOD	Doubling Plates under Sounding Pipes GOOD	Timbers of Frame at openings -	Hawsers and Warps GOOD
Stringers GOOD		" " at other places -	Standing and Running Rigging GOOD
Inner Bottom Plating -		Stringers, Clamps & Shelves -	Sails -
Have the Tanks been examined internally? NO		Salting (State if examined.) -	
Have the Tanks been tested? NO			

### General Observations, Opinion as to Class, Recommendation, etc.:-

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 ss No. 1-38."

This vessel is in efficient condition and eligible, in my opinion, to remain as classed, with fresh record of survey 1,51, subject to damaged stem bar and plates and keel bar and adjoining plates being attended to at the next Special Survey.

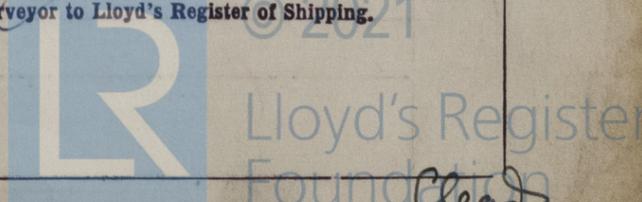
Survey Fee (per Section 29) £ :- : Special Damage or Repair Fee (if any) (per Sec. 29) £ 9-9-0 Travelling Expenses (if chargeable) £ :14-0 Second Surveyor's Fee (if any) £ :- :-

Fees applied for, 11-1-1951 Received by me

Acting Surveyor to Lloyd's Register of Shipping.

THU 8 MAR 1951

Committee's Minute Character Assigned 1.51 Ctn. subject



013890-013899-0309

22 FEB 1951

Ship? Yes - Now -

Is Certificate required? If so, to be sent to

(The Surveyors are requested not to

