

## REPORT OF SURVEY FOR REPAIRS, &amp;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" (No. of Visits 3)Built at Selby. By whom Cochrane & Sons. When 1918 Month 9  
Gross 337 Owners East Fisheries, Limited. Owners' Address -  
Under Dk. 288 (if not already recorded in Appendix to Register Book).  
Net 143 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 B or D B A feet; u E & B feet; f feet  
total capacity tons; F P T tons; A P T tons; M T feet tons. } 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 62

(Periodical Surveys, when held, must be reported in detail and serially 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 Fair'd or Repaired .. .. .								
Fair'd or Repaired in place .. .. .								

## PRESENT CONDITION OF THE

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

## 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, 19

Acting Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

1,51 C.Tn. subject

THU 8 MAR 1951



Lloyd's Register of Shipping

Clean

013890-013899-0309



*John. E. Jones*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]