

COPY.

# Lloyd's Register of Shipping,



Port

CAPE TOWN.

11th January, 1951.

GROUNDING DAMAGE.

This is to certify that

I. W. JONES EVANS,

the undersigned Surveyor to this Society did at the request of Messrs. THOMSON WATSON & CO., Lloyd's Agents at Cape Town, and the Owners, survey the Steel Screw Trawler "PHYLLISIA", 337 tons gross, of Cape Town, whilst on the Slipway at Cape Town, on the 8th January, 1951, and subsequently, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained through grounding.

It was reported that whilst this vessel was operating off Cape Columbine in thick fog at 0011 hours, on Saturday the 6th January, 1951, she went aground on Paternoster Reef.

The Master reported by Radio Telephone and requested the assistance of a tug.

The Harbour Tug "T.H. WATERMEYER" was dispatched from Cape Town.

After dumping twenty five baskets of ice the vessel came off the reef at 0159 hours and returned to Cape Town.

The tug was recalled to Cape Town.

On examination the undersigned found the following damage:

/OVER ....

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or Certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

1. Stem bar set over to Port at the fore foot for length of approximately eight feet and badly chafed.
2. Port side 'A' Strake No.1 Plate badly buckled.
3. Starboard side 'A' Strake No.1 Plate set over at stem bar.
4. Port side 'A' Strake No.2 Plate slightly distorted at forward end.
5. Starboard side 'B' Strake No.2 Plate slightly distorted at forward end.
6. Port side 'A' Strake No.3 Plate indented at forward half and floors in way buckled.
7. Port side 'A' Strake No.7 Plate badly buckled at Keel.
8. Starboard side 'A' Strake No.7 Plate slightly set over at keel.
9. Keel bar set over to Port in way of items 7 and 8.
10. Various rivets in way of above plates damaged.

TEMPORARY REPAIRS NOW CARRIED OUT: All started rivets welded and seams caulked.

ESTIMATE OF COST OF REPAIRS: There is heavy cement in way of the damage at the fore foot; at the No.7 Plate there is cement and a water tank in way, all requiring removal.

It is estimated that permanent repairs will cost approximately ONE THOUSAND POUNDS (£1,000).

COST OF TUG: The Tug "T.S." "WATERMEYER" was approximately ten hours on commission at a charge of £25. 0. 0. per hour and this charge will therefore be TWO HUNDRED AND FIFTY POUNDS (£250.0.0)

The Trawler "ORANJEZICHT" was instructed, and did proceed to the aid of the S.T. "PHYLLISIA", and subsequently stood by. The Owners estimate that the loss of fishing amounted to THREE HUNDRED AND SIXTY ONE POUNDS NINE SHILLINGS AND TWOPENCE (£361. 9. 2)

(Signed) I. W. JONES EVANS.

ACTING SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.