

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

(Received at London Office. 119 FEB 1951)

Date of writing Report 13-1-1951 When handed in at Local Office 13-1-1951 Port of CAPE TOWN
 No. in Survey held at Cape Town Date, First Survey 9-1-51 Last Survey 25-1-1951 (No. of Visits Two)
 72482 on the Machinery of the ~~Wood, Iron or Steel~~ Steam Trawler "PHYLLISIA"
 Tonnage { Gross 337 Vessel built at Selby By whom Cochrane & Sons Ltd., Year 1918 Month 9
 Net 143 Engines made at Hull By whom G.D. Holmes & Co. Ltd., When 1918
 Nominal Horse Power 87 Boilers, when made (Main) 1918 (Donkey) -
 No. of Main Boilers 1 S.B. Owners East Fisheries Ltd., Owners' Address -
 No. of Donkey Boilers - Managers - do - Port Cape Town
 Steam Pressure - In Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock On Cape Town Slipway
 In Donkey Boilers - (State Name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 Al. 8.50 Ctn. Steam Trawler		+L.M.C. 6.47
		B.S. 10.50
S.S. Ply. 6.47 (Dr)		C.L. N6.49

Last Report No. Port
 Particulars of Examination and Repairs (if any) Drydocking and Boiler Repairs

(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.

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 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? Yes

Did 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?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 11-1-51

Did the Surveyor examine the Safety Valves of the Main Boiler? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? No

Did the Surveyor examine all the mountings of the Main Boilers? No

Has screw shaft now been drawn and examined? No

Has shaft now been changed? No

Has the shaft now fitted been previously used? -

State date of examination of Screw Shaft -

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

NOW DONE: Vessel placed on Slipway, propeller outer end of sternbush, sea valves and connection fastenings examined and found in good condition.

BOILER: Various tubes were leaking and the Owners decided to renew all the plain tubes. When the tubes had all been removed the opportunity was taken to examine the tube plates, and these were all found in good condition, internally and externally. All other parts internally were examined and found in good condition. The bottom manhole door apertures were built up with electric welding and the doors refitted.

General Observations, Opinion, and Recommendation:—

(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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., etc.)

The Machinery of this vessel, as now seen, is in good condition, and eligible, in my opinion, to remain as classed in the Register Book.

Survey Fee (per Section 29) £6-6-0

Special Damage or Repair Fee (if any) £ : :

Travelling expenses (if chargeable) £-8-6

Committee's Minute THU 8 MAR 1951

Assigned As now

Fees applied for 24-1-1951
 Received by me, 19

Acting Engineer Surveyor to Lloyd's Register of Shipping.



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Boiler repairs.

Docking.

All boiler plain tubes renewed, and man-hole doors (bottom) built up by electric welding.

It is submitted that this
vessel is eligible to remain
as **CLASSED**.

5/3/51



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