

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
Reg. Book. 72482 (No. of Visits Two)

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 C.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 - (if not already recorded in Appendix to Register Book.)
 Steam Pressure 200 lbs Port Cape Town Voyage -
 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 Present condition of funnel(s) _____

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? Yes, and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boilers? _____

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

Has shaft now been changed? No If so, state reasons _____

Has 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 0.033"

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? _____ Is electric light and/or power fitted? _____

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) (per Section 29.) £ : :

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 manhole doors (bottom) built up by electric welding.

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

JM 5/3/51

