Rpt. 9.

No. 7810

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 11 JUL 1947)

Date of writing Report 30th June, 1947. When handed in at Local Office 30th June, 1947. Port of TORQUAY.

No. in Reg. Book. 61840 Survey held at PLYMOUTH. Date. First Survey 21. 10. 47. Last Survey 9th June, 1947. (No. of Visits 12.)

on the Machinery of the ~~XXXXXXXXXX~~ Trawler Steel "PHYLLISIA"

Tonnage: Gross 324, Net 149

Nominal Horse Power 89RHP

No. of Main Boilers 1SB

No. of Donkey Boilers ---

Steam Pressure— in Main Boilers 200lb. in Donkey Boilers ---

Vessel built at Selby By whom Cochrane & Sons When 1918 9 (Year. Month.)

Engines made at Hull By whom C. D. Holmes & Co. Ltd., When 1918

Boilers, when made (Main) 1918 (Donkey) ----

Owners M.S.A. M.S.T. Transport Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Plymouth Voyage

If Surveyed Afloat & in Dry Dock Dockyard & Sutton Harbour (State name of Dock.)

Last Report No. Port

Particulars of Classification which must be inserted precisely as in Register Book & 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 A.1.		+ L.M.C.
Stm Trawler 12,38		B.S. 2,39
s.s.Flt.No.3-5,27		M.S. 5,35
s.s.Flt.No.2-36		C.L. 12,38.

Particulars of Examination and Repairs (if any) L.M.C. & T.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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

" " Donkey " " " ----

If not, state for what reasons ---- What parts of the Boilers could not be thus thoroughly examined? ---

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 28. 4. 47. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? --- 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? ---, and of the Donkey Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ---

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 21. 10. 46. State the wear down in the stern bush 3/16" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

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

Now Examined:- Screw shaft, stern bush, propeller, sea connections and fastenings. All Cylinders, pistons, slide valves, cranks and thrust shaft. Condenser (tested) main and auxiliary pumps and pumping arrangements. The boiler internally and externally together with its safety valves and mountings and the main steam pipes. Safety valves adjusted as above.

Repairs:- Crankshaft placed in lathe, journal skimmed up, crank pins lapped true and all main bearing and crank pins brasses remetalled. Valve link gear overhauled and all brasses renewed. L.P. Piston rings renewed. Main condenser water end and circulating pump casing renewed. All main engine pump valves renewed. All auxiliary pumps overhauled piston and bucket rings and all valves of liquid ends renewed, ejector and injector overhauled. Pumping arrangement, valves and connections overhauled. Feed Heater tested. Main and principal auxiliary steam pipes annealed and tested to twice the working pressure. All boiler mountings removed and refitted in shops with new valves and seats as required and hydraulic tested before refitting and other minor repairs effected.

Electric generator rewound and engine overhauled. Switch board overhauled and all wiring in vessel renewed. The installation afterwards tested and found satisfactory.

On conclusion the Main and Auxiliary machinery tried under working conditions and found satisfactory.

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, &c.; thus, for example, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

The Machinery of this vessel is in an efficient condition, and eligible, in my opinion, to remain as classed with fresh record of + L.M.C. 6,47. & C.L. 10, 46.

Is a Certificate required? If so, to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book.

Survey Fee (per Section 29)	£ 7 : 0 : 0	Fees applied for 30. 6. 47.
Electrical Equipment	1 0 0	
Special Damage or Repair Fee (if any) (per Section 29.)	£ 8 : 8 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ 2 : 9 : 0	

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 30 SEP 1947

Committee's Minute

Assigned +LMC 6,47 subject S. 10,46 CERTIFICATE WRITTEN

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