

Rpt. 9

Date of writing report 29/8/62.

Received London

Port Grimsby.

No. 29344

Survey held at Grimsby.

No. of visits Three

First date 24/8/62.

Last date 25/8/62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 71153 Name M.V. MAGNOLIA

Gross tons 479 Date of build 1940

Owners St. Andrews St. Fishing Co. Ltd Managers B.A. Parkes.

Port of Registry Portsmouth.

Engines made 1949 fitted 1955 By N.V. Werkspoor

Type Oil Eng. 4 SA 6 cyl.

No. of Main Engines one No. of Screws one

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers one W.P. 25 lb

Surveyed Afloat or in Dry Dock In dry dock.

Nature of Survey d.S. & Cond. Class.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull		Machinery	
+ 100 A1 trawler.		+ LMC	
D.S.	6.61.	C.S.	6.58.
S.S.	6.58	d.b.s.	6.61.
		T.S.O.G.	2.61.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination, a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Now DOCKING Propeller Good Wear Down of Stern Bushes .040 Oil Glands satisfactory Sea Connections -
Fastenings Good Has Screwshaft/Tubeshaft been drawn? No shaft taper only 24.8.62 Date of Examination 24.8.62 Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side
Centre

4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship is eligible in my opinion to remain as Classed without fresh record of survey, subject to outstanding Conditions of Class being dealt with as previously recommended.

Date of Committee

Decision

WEDNESDAY 17 OCT 1962

CSM

20m,4,61 T. (MADE AND PRINTED IN ENGLAND)

011890-011895-0131

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Lloyd's Register
Foundation
Engineer Surveyor to Lloyd's Register of Shipping

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety Devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Trawler placed in dry dock on this occasion for examination by representatives of prospective purchaser.

Now Done:
For Condition of Class.

S.R.L. No.190.1.(a) Repairs to M.E. jacket water space division plates and (b) No.1 cyl jacket to be specially examined by 6/62 (12 mos)
2. Tailshaft at top of cone to be specially examined next dry docking.
1.(a) Nothing done at this time. The Owners Representative stated that repairs carried out at Hull July last continued satisfactory (b) nothing done as item previously recommended for deletion.
2. Found oil gland faces scored and thin. As a temporary measure a false face has been secured by screws and brazed to forward part of oil gland, and the other oil gland faces have been hand dressed to a smooth finish. The present Owners are arranging for a new oil gland to be placed on board for fitting at the next dry docking. It is submitted, however, that the present seal should remain efficient until the next screw shaft survey. The condition of tailshaft at top of cone remains satisfactory and it should not require to be examined again before due date.

LEAVE THIS SPACE BLANK

Survey fees Cond. of Class. £3. 0. 0.
S.A.F. £4. 0. 0.

Damage fee ...
Expenses... ..

Date when A/c rendered