

Rpt. 9

Date of writing report 24/3/55.

Survey held at Hull.

Received London 29 MAR 1955

No. of visits Two.

Port

HULL.

First date

8/3/55.

Last date

No.

15/3/55.

61090

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 96055 Name M.V. "MAGNOLIA" (Trawler).

Gross tons 479

Date of build 1940

Owners Vosper, Ltd.

Managers B.A. Parkes.

Port of Registry Portsmouth.

Engines made 1949 By Werkspoor N.V.

Type 4 S.C.S.A. Trunk piston.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Mx./Donkey Boilers 1 W.P. 25 lb./sq.in.

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Machinery Repairs.

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

Last Report (For Head Office only)

60955. Hull.

Reclassification Contemplated.

Oil Engine.

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.

DOCKING Propellers

Wear Down of Stern Bushes

Oil Glands

Sea Connections

Fastenings

Has Screwshaft/Tubeshaft been drawn?

Date of Examination

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

Side

Top Ends

Centre

All Good

4 Crankpins & Bearings

Side

Centre

All Good

5 Journals & Bearings

All Good

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 Good

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 vessel, so far as now seen remains eligible in my opinion to be classed as recommended in Hull Report No. 60955 without fresh record.

Date of Committee

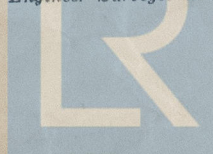
1 FRIDAY 22 APR 1955

Decision

See Hull Rpt. No. 60955.

30m, 5, 54. T.

A. Wood © 2021  
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
Foundation

011890-011895-0179

Shank  
Red. FEypt



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).....  
.....  
.....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators .....			l Generators & Governors .....
b Exciters .....			m Motors .....
c Air Coolers .....			n Switchboards & Fittings .....
d Motors .....			o Circuit Breakers .....
e Air Coolers .....			p Cables .....
f Control Gear, Cables, etc. ....			q Insulation Resistance .....
g Insulation Resistance .....			r Steering Gear Generators and Motors .....
h Insulating Oil Test .....			s Navigation Light Indicators .....
i Overspeed Governors .....			
j Magnetic Couplings .....			
k 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 { Sat. .... Spt. ....	
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)

Main Engine Repairs:- Examined all main and bottom end bearings, gudgeon pins and bushes, and thrust pads. White metal in No.2 bottom end bearing, No.3 main bearing and ahead thrust pads found wiped; No.2 gudgeon bush found scored - cause stated to be not known, but presumably due to loss of oil pressure. ....  
No.2 bottom end bearing, No.3 main bearing and ahead thrust pads remetalled. ....  
No.2 gudgeon bush renewed. Lubricating oil system checked and found in order. ....  
Sundry minor repairs effected. ....

LEAVE THIS SPACE BLANK

Survey fees ... £4. 4s. Od. Machy.Rprs.

Damage fee ...

Expenses... ..

Date when A/c rendered...

