

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP NAME

"MAGNOLIA"

REPORT

Hull

No. 60955

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement. — Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This vessel was built at Beverley - Hull in 1940 and was then classed *100A- "Steam Trawler" "For Government Service".

Conversion to a Motor Trawler was partly held at Southampton between 1947 and 1951 according to approved plans and the requirements of a Special Survey. The vessel was then laid up and in 1954 was towed to Hull where the Re-classification Survey was completed.

The plans and First Entry Reports have been examined and the scantlings and arrangements are acceptable. The main diesel engine was built under survey to Rule requirements in 1949 and this engine, not used since built, has been examined and found in satisfactory condition. Two secondhand diesel generator engines one at 12KW and one at 28 KW also one 94 KW diesel generator engine for trawl winch purposes, which were not built under survey, have been examined and their scantlings and condition are such as could be accepted.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 1.4.48. for a service speed of 250 RPM and a range of trawling speeds between 208 and 218 RPM.

The remaining machinery, air receivers, donkey boiler and screw shaft have been examined and found in satisfactory condition.

The main engines are not fitted with crankcase explosion relief devices and the Owners say they are arranging for this to be done as soon as possible.

IT IS SUBMITTED that this ship is eligible for the records of
 *LMC 1,55 + NE 1949 fitted 1955
 DBS 1,55
 TS OG 1,55, subject to crankcase explosion relief
 devices being fitted to the main engine.

Particulars for Register Book:-

Oil Engines 4SCSA made 1949 fitted 1955
 15 $\frac{3}{8}$ " - 26 $\frac{3}{4}$ "

MN 150

NDB 1949 (25 lb.)

19.4.55.



© 2021

Lloyd's Register
Foundation