

Rpt. 9. No. 60955.
REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS
(Received at London Office 2 FEB 1955)

Date of writing Report 27/1/55 19... When handed in at Local Office 31 JAN 1955 19... Port of HULL.
No in Reg. Book. Survey held at Hull. Date. First Survey 23/11/54 Last Survey 5/1/55 19...
on the Machinery of the ~~XXXXXX~~ Steel Trawler "MAGNOLIA" ex 'Birch' (No. of Visits Seven.)

Tonnage { Gross - Vessel built at Beverley. By whom Cook, Welton & Gemmell, Ltd. Year. Month.
Net - Engines made at Amsterdam. By whom Werkspoor N.V. When 1940 4
MN As Per Rule - Boilers, when made (Main) - (Donkey) 1949 When 1949 10
No. of Main Boilers - Owners Vosper, Ltd. Owners' Address -
HS " " " Managers B.A. Parkes. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Port Portsmouth. Voyage -
Steam Pressure— If Surveyed Afloat or in Dry Dock Both; St. Andrew's Dk. Particulars of Classification (which must be inserted
in Main Boilers St. Andrew's Slipway & precisely as in Register Book & Supplements).
in Donkey Boilers 25 lb. Wm. Wright Drydock.

Last Report No. Port
Particulars of Examination and Repairs (if any) Dkg. D.B.S.; TSOG & Pt. Exm. of Machy.
Periodical Surveys, when held, must be reported in detail and serially 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.

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 -
is a damage report made by anyone else? If so, by whom? -
the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -
" " Donkey " " " Yes
not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -
at 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? -
the latest date of internal examination of each boiler 16/12/54 Present condition of funnel(s) Efficient.
the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -
the Surveyor examine the Safety Valves of the Donkey Boilers? Yes was it 25 lb/sq. inch.
the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers?
the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers?
the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers?
the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes
shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -
an approved oil retaining appliance fitted at the after end? - State date of examination of screw shaft 24/11/54 State the wear down in the
tern bush Close fit. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? -
the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -
the parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done -
NOW DONE:- Vessel placed in drydock. Screwshaft withdrawn and examined.
Sternbush, oil gland, sea connections and outside fastenings also examined.
All found in satisfactory condition.

Vessel later placed on slipway. Cast iron propeller removed and new bronze propeller
(stamped Lloyd's 14159 L.V.H. 3/1/55) fitted. Mch. Cert. enclosed.

D.B.S:- Donkey boiler examined internally and externally. Mountings, doors and
fastenings also examined. All found in good condition.
Boiler subsequently examined under steam and safety valve adjusted to the
above stated pressure.
Oil fuel installation examined under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation:- (P.T.O.)
(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.)
The Machinery of this vessel is eligible in my opinion to be classed as stated in
First Entry Report attached.

Fee (per Section 23) D.B.S. 4 0 0 Fees applied for, 19...
TSOG 2 0 0 Received by me, 19...
Damage or Repair Fee (if any) 6 0 0
Exam. of Machy. (per Section 23.)
Selling expenses (if chargeable) 19...
Committee's Minute FRIDAY 22 APR 1955
Signed + LMC 1.55 - Subject.
+ NE made '49 fitted '55
DBS. 1.55 OG. 1.55
A Wood
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register
Foundation
CERTIFICATE WRITTEN.
011890-011895-0205

Examination of Machinery:- See also London letter Classn.(S) dated 13/12/54.

MAIN ENGINE:- Examined No.2 journal, No.3 cylinder, cover, piston and valves, No.5 crankpin and bottom end bearings.

Both air receivers opened up and examined internally.

All found in good condition.

REPAIRS WEAR & TEAR:-

Sundry minor repairs effected.



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