

22 JUN 1955

No. 142309

190

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 10/6/55 When handed in at Local Office 1955 Port of LIVERPOOL.  
No. in Survey held at RAMSAY, I.O.M. Date, First Survey 23/5/55 Last Survey 1/6/1955  
Reg. Book on the Wood, Iron or Steel S.S. GRAB DREDGER "MANNIN" (No. of Visits 2)  
18689 TONNAGE:— Built at Renfrew By whom Lobnitz & Co. Ltd. When 1936 MONTH 5  
GROSS 123 Owners Isle of Man Harbour Commissioners Owners' Address —  
UNDER DK 122 Managers — Port belonging to Douglas I.M.  
NET 43

Surveyed Afloat or in Dry Dock? ON GRID AND Afloat Name of Dock RAMSAY I.O.M. Destined Voyage  
Cell DB or DBa feet: uE&B feet: f feet: Particulars of Classification which must be inserted  
precisely as in Register Book & Supplements.  
total capacity tons. FPT tons: APT tons: MT feet tons. CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 141165. Port Liv.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case LONDON LETTER OF 23/4/55; REP. CLASS (S) AND OTHER CORRESPONDENCE.

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 to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified

Steam Engines Continuous Survey

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR GENERAL EXAMINATION.

Now Done Ship placed on Grid. Shell plating, stern frame and rudder cleaned, examined and coated.

Generally examined hopper space and doors, tween decks, accommodation and store spaces engine and boiler spaces, under engines and boilers, overboard scupper & discharge pipes, decks with machinery and other casings, skylights and companionways, hatchways, covers, tarpaulins, cleats and battening arrangements, steering arrangements, windlass, general equipment, pumps, ventilators and covers, air & sounding pipes, boats, fore and after peak tanks internally and buoyancy tank (P.S.) internally. Coal bunkers only partially examined, being 75% full.

(See Cont. sheet 1.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Parts now examined.								
Decks	Efficient	Bulkheads	Efficient	Engine Room Skylights	Efficient	Copper, or Y.M.			
Caulking of Decks	Efficient	Ceiling	Efficient	Coal Bunkers, Openings, Covers, &c.	Efficient	(State if on Felt.)			
Coamings	Efficient	Cement or Asphalt	Efficient	Oil Bunkers		When fitted, Month			
Beams & Fastenings	Efficient	Rudder	Efficient	Scuppers	Efficient	Year			
Outside Plating	Efficient	Steering gear and its connections	Efficient	Cargo Hatchways	Efficient	Boats	Efficient		
" " in way of sidelights	Efficient	Windlass	Efficient	Hatches	Efficient	Masts, Yards, &c.	Efficient		
Frames	Efficient	Have pumps been examined and found efficient?	Yes	Planking		Condition, how ascertained	From and		
Reverse Frames	Efficient	Have Sluice Valves been examined and found efficient?	Yes	Caulking		(State if wedges removed.)			
Longitudinals	Yes	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Equipment letter	C to		
Transverses	Yes	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Anchors, No. of	2 & 1		
Floors	Efficient	Air and Sounding Pipes	Efficient	Transoms, Pointers & Crutches		Cables (State if now ranged)	No		
Keelsons	Efficient	Doubling Plates under Sounding Pipes	Efficient	Timbers of Frame at openings		" length	Stated		
Stringers	Efficient			" " at other places		" mean diam.	(on board.)		
Inner Bottom Plating				Stringers, Clamps & Shelves		" Rule length	Complete		
Have the Tanks been examined internally?	Yes			Sanding		Chain Locker	Yes		
Have the Tanks been tested?	No			State if examined		Hawsers & Warps	Sufficient		

## General Observations, Opinion as to Class, Recommendation, &amp;c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship, so far as now examined is eligible in our opinion to remain as classed, with record of Survey 5,55, subject to repairs being effected to deck & port bottom shell plating and to indented shell plating in C & D stowage etc. above coal bunker (SS) by the next Special Survey and with endorsements of class (B) as previously noted.

Survey Fee (per Section 23) £ : : Fees applied for, 17 JUN 1955  
Special Damage or Repair Fee (if any) £ 7 : :  
(per Sec. 23)  
Travelling Expenses (if chargeable) £ 4 : 10 : -  
Second Surveyor's Fee (if any) £ : :  
Received by me, 19

Committee's Minute LIVERPOOL  
Character Assigned Deficient for Comp S.S.  
B.S. 11:54  
Subject With endorsement

R. Parker & T. B. Tilly  
Surveyors to Lloyd's Register of Shipping



Lloyd's Register Foundation

011273-011279-0071 1/2



22 JUN 1955

S.S. GRAB DREDGER "MANNIN."W.R.T. REPAIRS. Rudder bottom joints renewed.

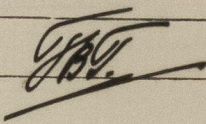
Deck plating doubled locally at fore end of hopper (P23)

Stowing gear chains annealed and tested, and  
a few other minor repairs carried out.

NOTE:- During examination, it was found that the deck plating abaft hopper and the bottom shell plating on the port side abreast hopper, were deteriorating, but considered to be efficient meantime. It is submitted, however, that repairs to above be effected at the next Special Survey, which, it is recommended, should be held on completion of the present summer season's dredging programme. (See London letter of 28/4/55. Ref. Classn. (S)).

It was further noted, on the starboard side abreast coal bunker, that the shell plating in C and D strokes was indented and frame in way affected. No repairs were considered necessary at this time, and it is submitted that the indented shell plating, etc be dealt with at the next Special Survey, same being considered efficient meantime.

ENDORSEMENTS OF CLASS (B.) Items examined and found to continue efficient.



In order to carry out a thorough inspection for Special Survey and to effect efficient repairs, it is recommended that this ship should be placed in a drydock and not on the 'grid' at Ramsay, which is considered unsatisfactory for a survey of this nature.




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