

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10/6/55 When handed in at Local Office 1955 Port of LIVERPOOL.

No. in Reg. Book Survey held at RAMSAY, I.O.M. Date, First Survey 23/5/55 Last Survey 1/6/1955

18689

on the Wood/Iron or Steel S.S. GRAB DREDGER "MANNIN"

TONNAGE: - Built at Renfrew By whom Lobnitz & Co. Ltd. When 1936 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/D/Bor/D/Ba feet: uE&B feet: f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

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 seriatim 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.

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.

BS* Hopper MBS*CS.4,54. Dredger 6,53. BLS. 6-53 sps.4,51. T.S. OG. N.6,52.

Grab Hopper Dredger.

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.

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

Steam Engines Continuous Survey

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, coxw, 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: Table with columns for Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items. Rows for Renewed, Removed and Faired or Repaired, Faired or Repaired in place.

PRESENT CONDITION OF THE Parts now Examined. Table with columns for Decks, Caulking of Decks, Coamings, Beams & Fastenings, Outside Plating, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, Bulkheads, Ceiling, Cement on Asphlt, Rudder, Steering gear and its connections, Windlass, Have pumps been examined and found efficient?, Have Sluice Valves been examined and found efficient?, Have Watertight Doors been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Air and Sounding Pipes, Doubling Plates under Sounding Pipes, Engine Room Skylights, Coal Bunkers, Openings, Covers, &c., Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking, Caulking, Treenails, Breasthooks & Stenson, Transoms, Pointers & Crutches, Timbers of Frame at openings, Stringers, Clamps & Shelves, Sailing, Copper, or Y.M., Boats, Masts, Yards, &c., Condition, how ascertained, Equipment letter, Anchors, No. of, Cables, Chain Locker, Hawsers & Warps, Standing and Running Rigging, Sails.

General Observations, Opinion as to Class, Recommendation, &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. about coal bunker (89) by the next Special Survey and with endorsements of class (B) as previously noted.

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

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

Committee's Minute LIVERPOOL Defended for Comp S.S. Sub. O 5:55 I.M. Character Assigned Subject With endorsement



011273-011279-0071 1/2

18689

at a ... ship ... is ...

1855

Is Certificate required? If so, to be sent to

22 JUN 1955

S.S. GRAB DREDGER "MANNIN."

W.R.T. REPAIRS. Rudded 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. (5)).
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, to be dealt with at
the next Special Survey, same being considered efficient meantime.

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

J.B.T.

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.

J.B.T.



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Foundation