t. 9.

No. 133233

EPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office .....)

Date of writing Report ..... 19 ..... When handed in at Local Office 22 JUN 1951 19 ..... Port of LIVERPOOL

o in Book. Survey held at Ramsey Isle of Man. Date. First Survey 11/4/51 Last Survey 1/5/ 1951

927 on the Machinery of the ~~Wood, Iron~~ or Steel S.S. MANNIN. (Grab Hopper Dredger) (No. of Visits 3)

age { Gross 123 / Net 43

minal e Power { 140 NP

f Main Boilers 1S

f Donkey Boilers -

n Pressure— Main Boilers 140

Donkey Boilers -

Vessel built at Renfrew By whom Lobnitz & Co. Ltd. When Year 1936 Month 5

Engines made at do. By whom do. When 1936

Boilers, when made (Main) 1936 (Donkey) -

Owners Isle of Man Harbour Commissioners Owners' Address -

(if not already recorded in Appendix to Register Book.)

Managers - Port Douglas I of M Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) On Gridiron

Report No. ..... Port .....

of Examination and Repairs (if any) M.S, BLR.S, & msp.

eys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the , if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on ge (the cause of which must be stated) should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and etters respecting this case

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS✠ Hopper		MBS✠ 1,47
Dredger 5,50		BS 5,50
A.S. 5,50		msp 9,45
		TS OG 3,49.

where the Surveyor has not made a special damage report he is required to state whether he offered his this purpose, and why they were declined No damage repaired

port made by anyone else? If so, by whom? ✓

r personally go inside each Main Boiler separately and make a through examination at this time? Yes

" Donkey " " " " None

what reasons ✓ What parts of the Boilers could not be thus thoroughly examined?

eans, in the absence of internal examination, were adopted by the ssure himself of the thorough efficiency of those parts of each Boiler? ✓

e of internal examination of each boiler 11-4-51 Present condition of funnel(s) Good

r examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 140 lbs.

examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

r examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

or examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? ✓

r examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

haft now been drawn and examined? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the

O.G. light Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

ion resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

is not complete, state what arrangements have been made for its completion and what remains to be done Complete

e now Examined propeller oil gland without dismantling, sea connections and their fastenings.

:- Examined Main Engine LP cylinder, piston, bottom end bearing and crankpin HP & LP slide-valves and casings. No 3 main bearing and crankshaft journal
Independent feed pump, Independent bilge pump.
Main steam pipes tested to 280 lbs.

.S.;- Examined Boiler internally and externally together with safety valves, mountings manholes, doors and their fastenings
Safety valves adjusted under steam.

Minor repairs carried out.

Observations, Opinion, and Recommendation.—

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or MC 140 lb., FD, &c.)

CS 3,34

machinery of this vessel so far as now seen is eligible in our opinion to in as classed with fresh record of MBS✠ 5,51 now, BLR.S., 5,51 now and msp now

(per Section 29)	£10:0:0	Fees applied for 22 JUN 1951 19
age or Repair Fee (if any) (per Section 29.)	£4:0:0	
xpenses (if chargeable)	£6:6	Received by me, 19

H. O. Lloyd for self and A. M. Kennedy
Engineer Surveyor to Lloyd's Register of Shipping.

e's Minute LIVERPOOL 26 JUN 1951

MBS✠ 5.51 Blr.S. 5.51.
M.S.P. 4.51

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to .....

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