

LLOYD'S REGISTER OF SHIPPING.

PORT New Orleans, La.

June 26th, 1928

Copy

THIS IS TO CERTIFY that
T.G.DODD

the undersigned Surveyor to this Society did at the request of
The Owner's Representative survey the Steel Screw Steamer "MANX ISLES"
2642 tons gross register of Liverpool, for the purpose of ascertaining
the nature and extent of the damage stated to have been sustained by
vessel grounding June 4th, 1928 at 6-16 p.m. while on a voyage from
Salvador to Port Pilon.

For further particulars see vessel's official log books
and protest noted.

On June 18th, 1928 and subsequently while this vessel was
laying on dry dock and afloat at the works of the Johnson Iron Works,
D.D. & S.B. Co. Algiers, La. Upon examination found the following damage
and consequent repairs recommended:-

SHELL PLATING:

KEEL STRAKE:

Plates Nos 2, 3, 5, 12 and 13 set up and indented. To be faired in place.

Plates Nos 6 and 9 set up. To be removed, faired and refitted.

STARBOARD SIDE:

"A" STRAKE:

Plates Nos 6, 9, 10, 12 and 13 set up and indented. To be renewed.

Plates Nos 1, 5 and 7 set up and indented. To be removed, faired and
refitted.

Plates Nos 4 and 11 set up. To be released, faired in place and reriv-
eted.



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"B" STRAKE:

Plates Nos 9,10,11 and 12 set up and indented.To be renewed.

Plates Nos 3,4,5,6 and 7 set up and indented.To be removed,faired and refitted.

Plates Nos 2 and 13 slightly set up.To be faired in place.

"C" STRAKE:

Plate No 10 set up and indented.To be renewed.

Plates Nos 3,4,5,6,7,9 and 12 set up and indented.To be removed,faired and refitted.

"D" STRAKE:

Plate No 10 set up and indented.To be renewed.

Plate No 3 set up and indented.To be removed,faired and refitted.

Plates Nos 4,5,6,8,9 and 11 set up and indented.To be faired in place.

"E" STRAKE:

Plate No 4 set up and indented.To be renewed.

Plates Nos 5,6 and 8 set up and indented.To be faired in place.

PORT SIDE:

"A" STRAKE:

Plates Nos 2,6, and 10 set up and indented.To be renewed.

Plates Nos 1,3,4,5,7,8,9,11,12 and 13 set up and indented.To be removed, faired and refitted.

"B" STRAKE:

Plates Nos 3,6 and 10 set up and indented.To be renewed.

Plates Nos 4,5,7,9,11 and 12 set up and indented.To be removed,faired and refitted.

Plates Nos 8 and 13 set up and indented slightly.To be faired in place.

"C" STRAKE:

Plate No 10 set up and indented.To be renewed.

Plates Nos 3,4,5,6,7,8,9, and 11 set up and indented.To be removed,faired and refitted.

Plates Nos 2 and 12 slightly set up and indented.To be faired in place.

"D" STRAKE:

Plates Nos 3,9 and 10 set up and indented.To be renewed.

Plates Nos 4,5 and 6 set up and indented.To be removed,faired and refitted.

Plates Nos 7,8 and 11 set up.To be faired in place.

"E" STRAKE:

Plate No 4 set up and indented.To be renewed.

Plates Nos 9 and 10 set up and indented.To be removed,faired and refitted.

Plates Nos 6,7 and 8 set up and indented.To be faired in place.

BILGE KEEL.

STARBOARD SIDE:

Section No 1 bent and riveting started.To be faired in place and started rivets renewed.

Section No 2 riveting started.To be reriveted.



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Section No 3 bent with shell bar to same. To be removed, faired and refitted and shell bar faired in place.

Section No 4 bent and riveting started. To be faired in place and riveted as required.

PORT SIDE:

Section No 1 bent and riveting started. To be faired in place and started rivets renewed.

Section No 2 bent. To be removed, faired and refitted and shell bar faired in place.

Section No 3 bent. To be faired in place.

Section No 4 bent. To be removed, faired and refitted and shell bar faired in place.

RUDDER:

About five feet of welding in way of main piece and blade cracked away. Old welding to be cut off and rewelded.

STEERING GEAR:

Four lengths of steering chain to be removed, annealed, examined and if found in order to be replaced and connected up as before.

Forward and after sheaves on starboard side bushings badly torn. To be rebushed.

Steering engine to be opened up for examination, if found in order to be closed up tested out and proven in good order. Holding down bolts to be examined, overhauled, tightened up and all defective bolts to be renewed.

WINDLASS AND CABLES:

Anchor windlass to be opened up for examination and if found in order to be closed up in good working condition.

Cables to be ranged for examination, and if found in order to be restowed.

Port coupling for intermediate shaft for windlass to be disconnected, coupling faces cleaned, holes reamed and new bolts fitted.

MACHINERY:

Tail shaft to be drawn in for examination, if found in order to be replaced and all connected up ready for sea. Lower half of stern bush to be rewoded.

All sea connections to be opened up for examination, ground in, repacked and rejointed to place in good order.

Main condenser to be opened up, tubes cleaned, condenser tested and made and proven tight.

Main circulating pump to be opened up for examination and if in order to be closed up in good condition.

Sailast pump forward liner to water and loose. To be opened up for examination, new liner fitted, and if pump otherwise in order to be closed up in good working condition.

Three boilers to be opened up, scaled and cleaned on water sides, closed up and filled with fresh water.

L.P. valve spindle leaking badly. To be skimmed up, new neck bush fitted and new V.S. packing supplied and installed.

Main engine holding down bolts to be overhauled, tightened up any bolts found defective to be renewed.

Main cargo pumps to be opened up for examination, and if found in order to be closed up in good working condition.



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GENERAL:

All internal ironwork in way of damage such as frames, floors, brackets, clips, intercostals, margin plates, keelsons, etc, found to be damaged to be renewed, removed, faired and refitted or faired in place as found necessary.

All loose and started rivets to be renewed.

All broken and disturbed cement to be renewed.

All new and disturbed work to be tested on completion of repairs and made and proven tight.

All double bottom and peak tanks to be tested and made and proven tight as required.

All cargo tanks to be tested and made and proven tight as required.

Main cargo suction lines to be tested to 150lbs hydraulic pressure and made and proven tight as required.

All heater pipes to be tested to 250 lbs hydraulic pressure and made and proven tight as required any parts broken or missing to be renewed.

Double bottom tank suction pipes to be examined any broken or defective parts to be renewed, pipes rejointed as required and all to be tested out and proven in good order.

One suction of tunnel well suction pipe broken. To be renewed.

Suction valve chest in tunnel broken. To be renewed.

All sounding and vent pipes to be examined, repaired as required and placed in good order.

Engine and fire room and tunnel tank tops and bilges to be thoroughly cleaned.

All double bottom tanks and peak tanks to be cement washed on completion of repairs.

All removals required to effect repairs to be replaced in good order as before any parts found broken or broken in removal to be renewed.

All new and disturbed work to be coated as originally.

Necessary dry docking to effect repairs.

The above recommendations have been made with a view to placing this vessel in the same good and efficient condition as before the accident in question.

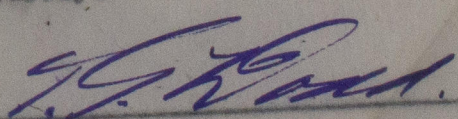
The above recommended repairs have not been effected at this time the Owner's desiring to make a trip to the U.K. via Cuba with a part cargo, as the vessel is in seaworthy condition to make this voyage, in my opinion the request of the Owner's merits favourable consideration. An interim certificate has been issued recommending the vessel be continued as classed subject to damaged bottom plating, floors etc, being repaired on vessel's arrival in the U.K. at the termination of her present voyage via Cuba.

The following repairs have now been effected; Boilers opened up, scaled and cleaned on water side, closed up and filled with fresh water.

Ballast pump opened up for examination new liner fitted and all closed up in good working order.

I.P. valve spindle renewed.

Double bottom tank suction pipes repaired temporarily.


SURVEYOR TO,
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