



The Worshipful
Company of
Shipwrights

Case Study - Philip Kinrade – Marine Engineer (funded 2019-20)

Ramsey Shipping, Isle of Man

<http://www.emcs.co.im/ramsey-shipping-services/>



Philip joined Ramsey Shipyard after studying engineering at the local college. where he studied the City and guilds Level 2 NVQ which consisted of the following modules

- *Working safely in the Engineering environment*
- *Carrying out Engineering activities efficiently and safely*
- *Using and communicating technical information*
- *Preparing components using hand fitting techniques*
- *Preparing and using lathes, milling machines, NC machines for machining operations.*

We sat down with Philip at the end of his first year to gauge his progress.

Making his mark...

“Ramsey Shipping Services is the only shipyard-based repair company on the Island. It is based in Ramsey Shipyard, in the North of the Island. During the year I have added to my skills. I am now on day release from the workshop studying for my OCR Diploma which

amongst other subjects also includes Mathematics for Engineering, Science for Engineering, Engineering and Electrical principals.

Skills and Knowledge...

At the yard we work in teams and our Manager Paul Kennish tries to ensure we get a turn at all of the different jobs and skills that we require, every couple of months we are switched round in our teams to gain different experiences and I have spent a number of weeks with our machinist, fabricators, welders, fitters engine fitters, health and safety and even with the management team

The different types of work undertaken gets me involved with all aspects of the shipyard and local businesses. We work on the fishing fleets mostly, as well as plant and equipment for local businesses. As a farmer's son I also find it very interesting when we work on farm equipment. This year we have been badly affected by the

Covid issues which at times kept the fishing fleet locked in the harbours. However the Government stepped in and we were furloughed for the early part of the year and also as the whole Island became locked down we were very fortunate to be awarded a lot of Government work, on the local Marina lock gates and the link span for the local ferries. We also work for the local government and local cement works.

The following is time spent on training with different departments over the last two years:

TRADE	DATES	TOTAL	COMMENT
Machinist	March 2019 to March 2020	49 Hours	General Machining, Boring head cutting, Thread cutting,
Fabricator	September 2019 August 2020	104 Hours	Fabricate gates, guard rails and railings, Steel sections in Fishing boats and barges, repair of farm equipment
Welder	September 2019 August 2020	134 Hours	General welding on fishing boats, plates on decks, gates, Farm Equipment
Fitter	October 2019 to August 2020	47 Hours	Hydraulics, Machinery, Replace hydraulic pipes, Refit Tail shaft and rudder post,
Engine Fitter	October 2019 August 2020	60 Hours	Servicing, Engine overhauls, Clutch replacement, Oil changes

After spending my early years on my father's farm, I really enjoy the welding and fabrication side of things, At the yard we have access to MIG/TIG and stick welding equipment plus Plasma cutters and Oxy Acetylene burning

With a little more experience, I would like to sit the tests to be coded in MIG/Tig and stick welding.



My favourite job so far has been the replacement of steel deck and hull plates on the fishing vessel Peter M. This involved working out the sizes, cutting out old plate and fitting and welding in place the new steel. I have also been involved in replacing steel on a very old barge owned by the local dredging company...

This barge was built in 1911 at the Chepstow boat yard. Interestingly the barge was originally of all riveted construction and was built from steel with a high iron content. It is pleasing to note that despite this we could still successfully weld modern steel in place.

We use slipways to take the boats out of and to return them to the water, then the boats are manoeuvred and positioned on carriages at high tide. The carriages are hauled up the slipways by diesel engines driving winches through gearboxes and clutches. I help set up the carriages and slipways by putting the dolphins in the right place for each individual boat.

Along with my fellow workmates I am on board when boats are lifted and lowered operations making sure dolphins are in the right place and to tie them up securely and safely. I am also in the process of learning the Winching side of the work.

And what about the future?

If I am successful with this apprenticeship, I would eventually like to look at the management side of the business. I feel I have become much more confident in my abilities as I gain experience. I am very privileged to be offered this unique opportunity and will work hard to achieve what is expected of me. “