

Rpt. 8

Port MANCHESTER

No. 19746

Date of writing Report 31.1.1961.

When handed in at Local Office

Received London

Survey held at MANCHESTER

No. of Visits 23

First Date 27th Nov 1960

Last Date 20th Jan, 1961

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

90546

S.S.

"MANCHESTER PROGRESS"

Tons gross 7346

Year 1938

Month 9

Built at Glasgow

By Whom Blythswood S.B. Co.Ltd.,

When 1938

Owners Manchester Liners Ltd.,

Owners' address (If not already in R.B.)

Port of Registry Manchester.

Managers

Surveyed Afloat or in Drydock

Name of Dock

Date of last examn. in Drydock 3.60.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report No. 19612

Port M.C.I.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

| SHIP'S CLASS Date of Special and of Drydocking Surveys, etc. | | Machinery | |
|---|------|-------------------|-------|
| +100AL with freeboard | | +LMC +LLOYD'S RMC | |
| Tunnel Side Tanks - veg.oil | | Engines | 11,55 |
| | | Boilers M | 5,60 |
| S.S. | 3,56 | Tailshaft CL | 5,60 |
| | | Steampipes | 3,56 |

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft. ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE SPECIAL SURVEY AND ALTERATIONS.

Ship placed in Drydock bottom and rudder cleaned, examined and recoated. Undocked 21.12.60.

Please see Manchester Report No. 19510 for Commencement of Special Survey.

Damage No.1. stated caused by contact with Quay Wall Irlam Locks, Manchester Ship Canal on 18.9.60.

Port Side L19 indented

L19 off faired and refitted.

Frames 139,140,141, and 142 faired in place.

Damage No.2. stated caused by contact at BALLINIERS, MARYLAND on 20.4.60.

Port Side J8 and J9 indented

J8 and J9 off faired and refitted.

H7, K7 and 8 faired in place.

H7, K7 and 8 indented

Damage No.3. cause and date unknown.

Starboard G10 indented

G10 off faired and refitted.

H9 and 10 faired in place.

H9 and 10 "

Damage No.4. cause and date unknown.

L6 and K6 indented

L6 and K6 off faired and refitted

K2 and K4 faired in place

K2 and K4 "

On completion of the foregoing, shell plating hose tested and now satisfactory.

CONTINUATION OVER/OR SHEET 2

| SUMMARY OF DAMAGE REPAIRS | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

Has a Survey also been held on machinery of the Ship? YES

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? YES

Has Interim Certificate been issued? NO

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

All the requirements of Special Survey now having been complied with the Ship is eligible in my opinion to remain as classed with record of DS. 12,60 and to have the notation of SS(DR) 1, 1961.

S.R. List Appendix as previous.

Insert in Register Book Foreward Deep Tanks fitted for the carriage of Edible Oil.

J.C. Struthers
Surveyor to Lloyd's Register of Shipping
(J.C. STRUTHERS)

CRANK
Date of Committee
Minute
Header

WEDNESDAY 5 APR 1961
Amend class to 7.100 AL
"Tunnel side tanks No. 6, 141 & 142 of M.T. f. - Veg. Oil
DS 12.60 without sp. edg. (h) subject (m)
SS (Dr) 1.61 ES 1.61 SPS 1.61
CERTIFICATE WRITER



1/1 6920-LS0500-0266 005029-005037-0266

TABLE 1

| PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR | | SPECIAL SURVEY | |
|--|-----------------------------------|--|---|
| Items | Now Examined YES NO or NONE | Tanks | Now Examined Internally Now Tested |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | YES | F.P. Tank | Yes |
| Rudder lifted | YES | A.P. " | Yes |
| Weather Decks, Superstructures and Casings | YES | D.B. Tanks (indicate Oil Fuel and Cofferdams) | All D.B Tanks and cofferdams. All D.B. Tanks. |
| Hatchways, Covers, closing and securing appliances | YES | Fresh Water Tanks | Yes |
| Ventilator coamings, skylights, companionways and closing appliances | YES | Deep Tanks | Yes |
| Hold | YES | Oil Fuel Tankers and Settling Tanks | Settling Tanks Yes Yes All Tanks |
| Tween Decks | YES | Side Tanks | Yes |
| Fore Peak Spaces | YES | Wing Tanks Tunnel | Yes |
| After " " | YES | Other Tanks | Yes |
| Engine Space | YES | Cargo Tanks (Tankers) | - |
| Boiler " " | YES | Cofferdams | All |
| Under Engines and Boilers | YES | Pump Rooms | - |
| Tunnel and Well | YES | | Yes |
| Coal Bunkers | - | | - |
| Chain Locker | YES | | Yes |
| Other Spaces | | | |
| | | Have Tanks now Examined been Cleaned as Necessary? | Yes |
| | | Have Struts in Cargo Tanks (of Tankers) been removed? | - |
| | | Have Tanks been Retested as necessary after completion of any Repairs? | Yes |

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes If so, state which Renewal Survey

Has a Load Line Survey been held? Yes If so, Report 8(Dr) to be attached. Yes

Have the shell and deck plating been drilled as per Rule? Yes If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes, or All—Yes.

TABLE 2

| The present condition of the following parts in so far as examined is to be reported:— | | | |
|--|---------------------|--|-----------|
| Shell plating | Good | Ceiling and Cargo Battens | Good |
| " " in way of side scuttles | Good | Cement was not | Good |
| Rudder and Sternframe | Good | Cargo and other Hatchways | Good |
| Decks | Good | Hatches and closing appliances | Good |
| Superstructures and their closing appliances | Good | Ventilators, their coamings and closing appliances | Good |
| Coamings and Casings | Good | Companionways and Skylights | Good |
| Beams and Fastenings | Good | Shell Openings | Good |
| Frames | - | Ash Shoots | - |
| Reverse Frames | - | Overboard Discharges and Scuppers | Good |
| Longitudinals | - | Freeing ports | Open Good |
| Transverses | - | Steering Gear (Main and Auxiliary) | Both Good |
| Floors | Good where examined | examined and found | Good |
| Keelsons | - | Windlass examined and found | Good |
| Stringers | - | Pumps " " " | Good |
| Inner Bottom Plating | Good where examined | W.T. Doors " " " | Good |
| Bulkheads and Tunnel | Good where examined | | |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Sec Below

REMARKS, REPAIRS, Etc. (Contd.)

Sunday Attendance 18.12.60. £5.5.0d. Survey Fee £166. 0. 0d.
 Repair wear & Tear £20. 0. 0d.
 Special Damage or Repair Fee (if any) £16.10. 0d.
 Travelling Expenses (if chargeable) £2. 5. 0d.
 Alterations £10. 0. 0d.

Rpt. 9a.

Post of MANCHESTER

Continuation of Report No. 19746 dated 31.1.1961.

on the

"MANCHESTER PROGRESS"

Ship Drilled - Drilling Report attached.

Repairs Wear and Tear.

Upper Deck Plating.

No.1 Hatch - Welded doubler fitted between Fore & Aft Hatch Corner Doublers (Port Side)

No. 2 Hatch - Welded doublers fitted to deck between aft coaming and saloon front.

No. 4 Hatch - Remove 16" diam. vent coaming from upper deck, flush spigot fitted in opening with compensating plate under and flush spigot in Tween Deck opening.

No. 6 Hatch - Welded doublers fitted between aft end and Tonnage Hatch.

Midship Accommodation: Port Side 2 Deck Stringer plates approx. 28' 0" long each renewed. Starboard side 1 Deck Stringer plate approx. 28' 0" long renewed.

Bridge Spaces Starboard - 1 Deck Stringer Plate renewed together with 1 plate on adjacent strake, over Fiddley 3 Deck plates cropped and part renewed.

After Accommodation: 4 Deck Plates cropped and part renewed.

Poop Deck House - All Deck Head plating renewed.

Upper Deck Hatches - No.1. Hatch - Forwd. Coaming plate and deck angle renewed. Port side " " " " " "

No.2. Hatch - After " " " " " "

Horizontal coaming B.A. Stiffeners renewed and all Hatch Cleats on P & S coamings.

No.3. Hatch - In Bridge space Starbd. Coaming faired.

No.4. Hatch - Renewed coaming stiffener and Hatch Cleats Port Side. Renewed coaming plate Port Side.

No.5. Hatch - Port forwd. Corner Coaming plate cropped and part renewed. Coaming B.A. Stiffener Port Side renewed. 5 Hatch Cleats renewed on Starbd. Side.

After Peak Tank - Tank Top - P & S. Stringer plates cropped and part renewed and all plating between stringer plates. Bulkhead plate in way of Tank Top renewed for full width. 8 Frame brackets to Tank Top renewed.

Tween Deck above Aft Peak - 12 Shell frames Port and 12 Shell frames Starboard cropped and part renewed. 14 Frame brackets renewed.

Access Hatch to Steering Flat - Hatch coaming and rest angles renewed.

Bridge Deck - Cross Alleyway Aft of Saloon - Deck cropped and Deck renewed in 6 plates.

Passengers Toilets P & S. welded doublers fitted to underside of Deck.

Boat Deck - Welded Doublers fitted to underside of Deck in P & S. Alleyway, Stewards Pantry and 4th Engineer's room.

No. 3 Deep Tank - Tank Top Stringer plates P & S. renewed 18 frame brackets to new stringers (9P and 9S) 12 Bulkhead Stiffeners (6P and 6S) renewed. Centre Line Bulkhead Stiffeners (4P and 4S) renewed.

No.4 Deep Tank - (No.4 Lower Tween Deck) 2 plates in strake adjacent to centre strake, renewed. Renew 13 brackets fitted to base of Stiffeners.

In Deep Tank After Bulkhead Stiffeners - 20 Top brackets (10P and 10S) 14 Top brackets to Cr. Line Bulkhead (7P and 7S) 7 Bottom brackets to Cr. Line Bulkhead (on Starbd. Side)

No. 4 Lower Tween Deck: Stripped out all Frig. Bulkheads in Tween Deck, welded spigots on pipe openings Forwd. Bulkhead and Bulkhead in Brine Room made good.

"MANCHESTER PROGRESS".

Samson Posts - 2 New Samson Posts fitted at No.3 Hatch.

Openings in Boat Deck and Bridge Deck fitted with compensating doublers.

Winch seatings fitted to accommodate 2 new Winches.

Stern Anchor - Fitted as in "MANCHESTER CITY" with compressor and sheaves and wire led to new mooring winch.

New Edible Oil Tank: New welded Bulkhead on frame No.98 forming cofferdam with manhole openings on Lower Tween Deck for access.

Existing manhole openings in D.B. Tank Top plated in and new manholes cut in new cofferdam.

Saveall fitted to Tank Top in No.2 Hold (fwd. bulkhead of Deep Tank) and wood lining fitted forming air space.

2 Oil-tight covers fitted over 2 - 12" diam. Openings in Shell plating with 2 heavy flanges on under shell plating.

Taylor-Pallister leads:- Bulwark plating cut 4 fairleads fitted on stools on deck.

Forecastle front: - Cropped and part renewed.

Foremast:- Welded doubler fitted on mast plating.

Tank Tops:- Caulked where necessary and made tight.

Hatch Coamings in Tween Decks:- 169 Hatch Cleats, Rest Angles faired as necessary.

Lower Tween Deck between No.7 and 2 Holds:- Bulkhead doubled on Starboard Side.

No.2 Lower Tween Deck (Special Locker) - Expanded Metal Bulkhead fitted on frame 127 complete with 2 Sliding Doors.

Circulating Pump:- Suction Valve removed and welded spigot fitted in shell opening.

Port Side Shell Plating:- E5 cropped and part renewed in way of Main Injection cutting 2 openings in new plating and fitting and welding 2 inner doublers making 2 new Mild Steel Valve Chests and welding same to doublers. J11 cropped and part renewed.

Rudder - 6" wide extension fitted to trailing edge of Rudder.

← CSS

Midship Accommodation - Please see attached plan for re-arrangement.

Accommodation Aft - Please see attached plan for re-arrangement.

Forwd. Deep Tank Cofferdam Bulkhead on FR.98 Please see attached plan.

In connection with Drilling Readings please also see plan giving these readings, together with Rpt.8 (DR)

Additions: Stern Anchor in Anchor Pocket (Spare Bower) operated on upper deck by compressor fairleads and sheaves, and wire led to new mooring winch.

2 new Samson Posts fitted on Boat Deck.

Forwd. Deep Tank now suitable for the carriage of Edible Oil.

Alterations: No.4 Lower Tween Deck stripped of all Refrigeration and minor shell bulkheads.

Brine Room stripped and now a Storeroom.

S.R. List Appendix as previous.

Damage a/c Details No.1 Damage £2. 0. Od.

No. 2. " £6. 0. Od.

No.3. " £3.10. Od.

No.4 " £5. 0. Od.

£16.10. Od.

ENGRS
W. H. H. H.
29/3/61



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Lloyd's Register Foundation

SHIP'S NAME "MANCHESTER PROGRESS" DATE OF DRILLING December, 1960.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
 The thicknesses are in hundredths of an inch.
 Drillings to be made in accordance with rules.

| STRAKE | POSITION | Letter | AMIDSHIPS | | | | FORWARD | | | | AFT | | | | REMARKS | | | | |
|---------------------|----------|--------|--------------------|-----------------------|------|-------------------|---------|--------------------|-----------------------|-------|-------------------|-------|--------------------|-----------------------|---------|-------------------|------|-------|--|
| | | | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | Diminution if any | | | |
| | | | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | |
| Bridge Sheerstrake | | | | | | | | | | | | | | | | | | | |
| Bridge Strake below | | | | | | | | | | | | | | | | | | | |
| Sheerstrake | | L | | | | | | | | | | | | | | | | | |
| 1st Strake below | | K | | | | | | | | | | | | | | | | | |
| 2nd " | | J | | | | | | | | | | | | | | | | | |
| 3rd " | | H | | | | | | | | | | | | | | | | | |
| 4th " | | G | | | | | | | | | | | | | | | | | |
| 5th " | | F | | | | | | | | | | | | | | | | | |
| 6th " | | E | BILGE | | | | | | | | | | | | | | | | |
| 7th " | | D | | | | | | | | | | | | | | | | | |
| 8th " | | C | | | | | | | | | | | | | | | | | |
| 9th " | | B | | | | | | | | | | | | | | | | | |
| 10th " | | A | | | | | | | | | | | | | | | | | |
| 11th " | | (keel) | | | | | | | | | | | | | | | | | |
| 12th " | | | | | | | | | | | | | | | | | | | |

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
 IN OIL TANKERS—IF DRILLED

| STRAKE | POSITION | Letter | FORWARD TANK | | | | AFTER TANK | | | | REMARKS | | |
|---------------------|----------|--------|--------------------|-----------------------|------|-------------------|------------|--------------------|-----------------------|-------|---------|-------------------|--|
| | | | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | | Diminution if any | |
| | | | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | |
| Bridge Sheerstrake | | | | | | | | | | | | | |
| Bridge Strake below | | | | | | | | | | | | | |
| Sheerstrake | | | | | | | | | | | | | |
| 1st Strake below | | | | | | | | | | | | | |
| 2nd " | | | | | | | | | | | | | |
| 3rd " | | | | | | | | | | | | | |
| 4th " | | | | | | | | | | | | | |
| 5th " | | | | | | | | | | | | | |
| 6th " | | | | | | | | | | | | | |
| 7th " | | | | | | | | | | | | | |
| 8th " | | | | | | | | | | | | | |
| 9th " | | | | | | | | | | | | | |
| 10th " | | | | | | | | | | | | | |
| 11th " | | | | | | | | | | | | | |
| 12th " | | | | | | | | | | | | | |

Jack Stutland
 Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
 amidships and comparison with original thicknesses.
 STATE EXACT FRAME STATIONS OF DRILLINGS

| STRAKE | FORWARD | | | | AFT | | | | REMARKS | | |
|--------------------|--------------------|-----------------------|-------|-------------------|-------|----------------------|-----------------------|------|---------|-------------------|-------|
| | Original Thickness | Thickness by Drilling | | Diminution if any | | Original Thickness | Thickness by Drilling | | | Diminution if any | |
| | | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. | Port | Stbd. |
| Stringer Plate | .48" | .47" | .48" | .01" | - | .54" | .51" | .51" | .03" | .03" | |
| 1st Strake Inboard | .48" | .42" | .42" | .06" | .06" | .46" | .39" | .36" | .07" | .10" | |
| 2nd " | .44" | .36" | .40" | .08" | .04" | .46" | .38" | .39" | .08" | .07" | |
| 3rd " (Centre) | .36" | .34" | - | .02" | - | .38" | .34" | .36" | .04" | .02" | |
| 4th " (Centre) | | | | | | .36" | .34" | - | .02" | - | |
| 5th " | | | | | | | | | | | |
| 6th " | | | | | | | | | | | |
| | | Between FRS. 37-38 | | | | Between FRS. 152-153 | | | | | |

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

