

Lloyd's Register of Shipping.

Ship's Name "MANCHESTER PROGRESS". Official No. 147432.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in December, 1947.

The tonnage opening has now been permanently closed and in compliance with the Loadline Rules 1941, the following alterations have been made:-

Tonnage hatch:-

Hatch has been dispensed with by plate of suitable thickness welded to top of bulb angle coaming and fitted with beam $8 \times 3\frac{1}{2} \times .50$ fitted and welded toe on to plate and bracketed to sides.

Tonnage Well:-

Scuppers, control rod and deck plate removed and openings in shell and deck blanked off.

Scuppers:-

Overboard scuppers from deck below freeboard deck removed and openings in shell and deck blanked off.

2 - 4" bore scuppers each side, draining deck below freeboard deck to machinery space bilges, are ^{now} fitted with lever weighted cocks at lower ends in Engine and Boiler Rooms.

Scupper from steering gear flat discharging overboard below freeboard deck fitted with two storm valves.

Ventilator coamings:-

4 - 18" dia., 2 - 12" dia. ventilator coamings on forecastle increased in height to 36" above deck and of rule thickness.

Coamings:-

Coamings on forecastle front bulkhead openings, bridge front watertight doors, bridge aft end increased in height to 18" above deck, and storm boards provided for forecastle and bridge aft end openings.

Lifelines:-

Eye plates on forecastle front, bridge front, bridge end and aft deck house provided for lifelines.

Freeing ports on freeboard deck:-

Freeing ports in bulwarks which are 3'-6" in height with bulb angle rail and bulb plate stays are as shown in Freeboard Reports C.11.

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SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

2.4.51.