

Rpt. 9

Date of writing report 3.2.1961.

Received London

Port MANCHESTER

No. 19746

Survey held at MANCHESTER

No. of visits 35

First date 22.11.60.

Last date 21.1.1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 70546 Name S.S. "MANCHESTER PROGRESS" Gross tons 7346 Date of build 3-1938
 Owners Manchester Liners Ltd., Managers - Port of Registry Manchester.
 Engines made 3-1938 By D. Rowan & Co. Ltd., Type 3 steam turbine SR geared to Sc. shaft.

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 3 SB W.P. 225 Ib. Spt.
 No. of Aux./Donkey Boilers - W.P. -
 Surveyed Afloat or in Dry Dock Both
 Nature of Survey Decking, ES, MBS, SPS.
 Was Damage Report issued? No Int. Cert.? Yes
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100A1 with fbd. Tunnel		+LMC	+LLOYD'S RMC
side tanks No.6 hold-vegetable oil.		E.S.	11,55
		MBS.	5,60
S.S	3,56	TS. (CL)	5,60
Docking	5,60	SPS.	3,56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes 1/16" Oil Glands - Sea Connections Good
 Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
 Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
 2 Valves & Gears
 3 Connecting Rods Side
 4 Top Ends & Guides Centre
 5 Crankpins & Bearings Side
 6 Journals & Bearings Centre

MAIN ENGINE DRIVEN AIR COMPRESSORS

7 Cyls., Covers, Pistons & Rods
 8 Connecting Rods & Top Ends
 9 Crankpins & Bearings
 10 Journals & Bearings
 11 Governors & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

12 Cyls., Covers, Pistons & Rods
 13 Connecting Rods & Top Ends
 14 Crankpins & Bearings
 15 Journals & Bearings
 16 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES
 18 Casings, Rotors, Blading, Bearings & Thrusts H.P. Turbine - Good
 L.P. Turbine - Good

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING Good

THRUST BLOCKS, SHAFTS & BEARINGS Good

INTERMEDIATE SHAFTS & BEARINGS Good

HOLDING DOWN BOLTS & CHOCKS Good

CONDENSERS (MAIN & AUX.) † Main - Good Aux. - Good

STEAM RE-HEATERS

DE-SUPERHEATERS Good

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes-Good

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is eligible,

in my opinion, to remain as classed with fresh record of E.S. 1-61 SPS 1-61 and MBS 1-61, when the survey

has been completed, subject to the main condenser starboard water box door being renewed by 1/62 (12 months

limit).

Date of Committee WEDNESDAY - 5 APR 1961

Decision ES 1.61 subject SPS 1.61

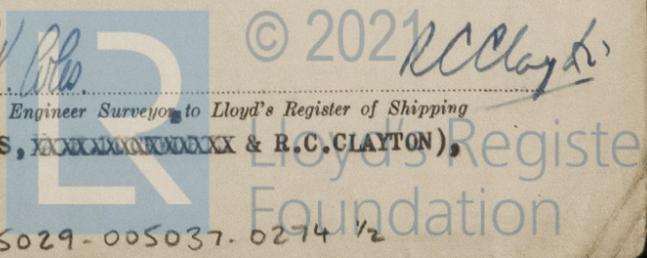
40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

Engine Surveyor to Lloyd's Register of Shipping (P.K. COLES, J. H. COLEMAN & R.C. CLAYTON)

005029-005037-0274 1/2

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent



22 Essential Independent Pumps (Identify by position) **Forward & Aft Ballast Pump - F & A Lub Oil Pumps - F & A Oil Fuel Transfer Pumps. Port & Starbd. Boiler Fuel Pumps. Air Pump - Good. Aft Feed Pump.**

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls **Good**

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? **Yes - Good**

35 Fresh Water Coolers **Good** 36 Lub. Oil Coolers **Good** 37 Heaters (state service) **Top & Bottom Boiler Fuel Heaters HP & LP Feed Heaters.**

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices - Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) **Good** 43 Have Evaporator Safety Valves been tested under steam? **Yes - Good**

42 Evaporators **Good** 44 Windlass **Good** 46 Fire Extinguishing Arrangements **Good**

44 Steering Machinery **Good**

AUXILIARY ENGINES (Identify by position) **Ford & Aft. Boiler Fan Engine - Good Inbd. and Outbd. Generator Engine - Good**

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
Generators			Generators & Governors	Good
Exciters			Motors	-
Air Coolers			Switchboards & Fittings	Good
Motors			Circuit Breakers	-
Air Coolers			Cables	Good
Control Gear, Cables, etc.			Insulation Resistance	Good
Insulation Resistance			Steering Gear Generators and Motors	-
Insulating Oil Test			Navigation Light Indicators	Good
Overspeed Governors				
Magnetic Couplings				
Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN **Port 6.12.60. Centre 24.11.60. Starbd. 30.11.60. - All Good**

AUXILIARY, DONKEY or PRESS

Superheaters **P C & S. - Good**

Safety Valves **P C & S. - Good**

Mountings, Doors & Fastenings **P C & S. - Good**

Safety Valves Adjusted to Sat. **-**

Spt. **-**

Boiler Securing Arrangements **P C & S. - Good**

Main Economisers **-** Exhaust Gas Heated Economisers **-**

Steam Heated Steam Generators **-** Steam Generator Safety Valves Adjusted to **-**

Were Oil Burning System & Remote Controls examined working in accordance with Rules? **No** Forced Circulating Pumps **-**

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? **Yes - Good** Funnel **Good**

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main **2 - 7 1/2" D } Steel at 450 lbs/in² 1 - 3 1/2" " } 450 lbs/in² 1 only Copper 3 1/2" - 4**

Were Copper Pipes annealed? **Yes** Have Saturated Pipes in cylindrical boiler smoke boxes been tested? **Yes**

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Sea Connections: New main injection valve identified Lloyds test 30 lbs. JG 12.12.60 now fitted, original valve found wasted internally. New Ballast Pump Injection Valve identified Lloyd's test 30 lbs. JG 12.12.60 now fitted, original valve found wasted internally. Valve seats renewed on Bilge pump discharge valve and auxiliary condenser discharge valve. Bridge renewed on Lub. Oil Cooler Discharge Valve, spindles renewed on both Ford. & Aft Ballast Pump Discharge Valve.

H.P. TURBINE: Ford. & Aft bearings renewed. Labrynth packing renewed fins having been turned.

L.P. TURBINE PINION: Aft bearing renewed whitmetal being found wiped.

HOLDING DOWN BOLTS: All bolts renewed on Port Side ER duplex pumps - heads found wasted.

MAIN CONDENSER: Starbd. waterbox door found wasted, repairs effected with Catalloy compound and considered satisfactory. It is recommended, however, that this door be renewed by 1/62 (12 months limit).

AUX. CONDENSER: New condenser identified:- Condenser J8400 Lloyd's test JG 25.11.60. new fitted.

FORD. BALLAST PUMP: Piston rod and crosshead renewed - threads found hammered. Both bucket liners renewed.

BILGE BALLAST & OIL FUEL LINES & FITTINGS: 9 in number lengths ER Bilge Ballast or S.W. circulating line renewed all being found holed. Ford. ballast pump discharge valve seat machined and new seat fitted - landing found wasted.

LEAVE THIS SPACE BLANK

E.S.	Survey fees	£56. 0. 0d.	3876
M.B.S.		£30. 0. 0d.	7
SPS.		£15. 0. 0d.	8
ELECT. SURVEY		£15. 0. 0d.	9
REPAIRS (Total)	Damage fee	£12. 0. 0d.	3880
	Expenses...	£ 3. 13. 6d.	

Date when A/c rendered... 6.2.61

Rpt. 9a.

Port of MANCHESTER

Continuation of Report No. 19746 dated 3.2.1961.

on the

"MANCHESTER PROGRESS."

GENERATOR ENGINES: Please see Manchester Certificate C.4569 attached. Trials satisfactory on completion.

M.B.S; Port Boiler: 6 plain tubes renewed in each furnace - owner's examination. Minor leakage of combustion chamber seams and rivets caulked.

CENTRE BOILER: Seum valve spindle renewed. 6 plain tubes renewed in each furnace - owners examination. 3 in number housing tubes renewed. Minor leakage of combustion chamber seams and rivets caulked.

STARBOARD BOILER: 6 plain tubes renewed in each furnace - owners examination. Minor leakage of combustion chamber seams and rivets caulked.

ELECTRICAL INSTALLATION: Both generators removed ashore and completely rewound and commutators repaired under survey. Accommodation for P.O's midship and crew aft rewired. Minor repairs to wiring and fitting throughout.

NEW EDIBLE OIL TANKS: Heating coils new fitted hydraulically tested to 450 lbs/in² and found satisfactory.

P.K. Polo

W.C. Polo

SURVEYORS' TO LLOYD'S REGISTER OF SHIPPING.