

Rpt

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22 FEB 1951

IN D.O.

WRECK

SECTION

No. 866

Date of completion of report FEB 19 1951

State if Report has been sent on the Freeboard of the Vessel YES

State if Report is sent on the Machinery of the Vessel YES (from due)

Port of SUNDERLAND

Survey held at SUNDERLAND

Date First Survey 18th July 1949

Last Survey

7th FEBRUARY 1951

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

M.V. "HOLLYWOOD"

SINGLE SCREW — MACHINERY FITTED AFT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

FULL SCANTLING

State Type of Erections POOP, BRIDGE AND FORECASTLE

TONNAGE under Tonnage Deck ...

10215.45

CLASS 100 A.I.

CARRYING PETROLEUM

IN BULK

State if with freeboard as condition of Class

No

Built at SUNDERLAND

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

11447.44

Register Tonnage

6809.63

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 490.00

Breadth (greatest moulded)

B 69.50

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 40.50

1st Longitudinal Number (L x D)

19,110

2nd Numeral L x (B + D)

53,165

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel

12.10

Do. Long Bridge to top of keel

Draught Moulded

30.11 1/2

REGISTERED DIMENSIONS.

FEET

Length 698.2

Breadth 69.8

Depth 40.65

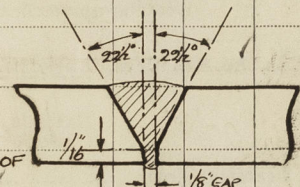
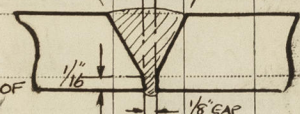
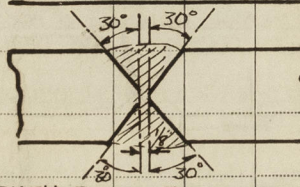
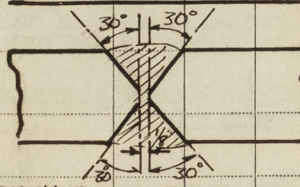
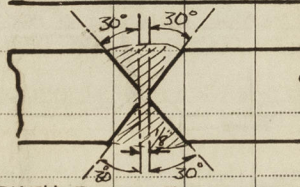
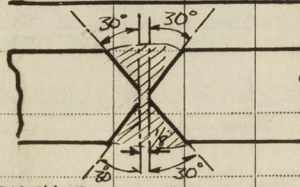
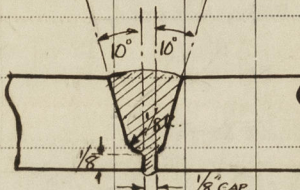
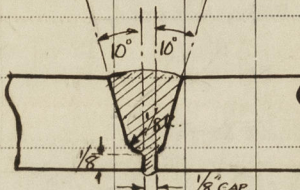
FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
LONG. FRAMING AS PER PAGE 5.			Bracket Floors, Frame	✓	
FRAMES, Spacing amidships	LONGITUDINAL FRAMING EXTENDS FROM FORE PEAK BULKHEAD TO AFTER PEAK BULKHEAD CLEAR OF MACHINERY SPACE DOUBLE BOTTOM (SEE ATTACHED SHEET)		" " Reversed Frame	✓	
" " from 1/2 length amidships to Collision bulkhead			" " Vertical Struts	✓	
" " in peaks TRANSVERSE	24"		Centre Girder, depth and thickness amidships	66 1/4 FROM BASE LINE TO UNDERSIDE OF TANK TOP x .49 TO .57	
SIDE FRAMING.			" " top Angles	E.W. DIRECT TO TANK TOP AND SHELL	
Frame Amidships, Angle, [or]	LONGITUDINAL FRAMING SEE ATTACHED SHEET		" " bottom Angles		
" " Extends up to			Side Girders, No. each side and thickness	TWO - .60 IN WAY ENGINE	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	NO MARGIN TANK TOP IN MACH SPACE CARRIED OUT AND E.W. TO SHELL	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
TRANS. FRAMES in POOP & FORECASTLE DECKS.	8 x 3 x .35 BA. 10 x 3 1/2 x .40 BA. CONTINUOUS FROM PEAK TANK TO FORECASTLE DECK INTERMEDIATE 6 x 3 x .32 BA. FRAMES.		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
FRAMES IN POOP TW. DECKS CLEAR PEAK TK.			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " FORECASTLE TW. DECKS	LONG. FRAMING SEE ATTACHED SHEET		Tank Side Brackets, height above base line at toe of Frame and thickness		
FRAMES IN BRIDGE TWEEN DECKS.			INNER BOTTOM PLATING IN MACH SPACE		
" " Third			Breadth and thickness of Middle Line Strake	MIDDLE LINE STRAKE IN WAY OF ENGINE ONLY - .45 x .57	
" " from 1/2 len. for'd. to 15% len. from Stem	LONG. FRAMING		Thickness of remainder in MACH SPACE	REMAINDER .43 EXCEPT 1.25 ENGINE BED PLATES.	
" " in Peaks, Angle [10 x 3 1/2 x .40 BA.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. space and framing in Bunkers and Boiler Room?	YES	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	LONG. FRAMING		BEAMS.		
State if Frame Joggled	NO		Uppermost Continuous Deck, amidships	LONG. FRAMING IN WAY CARGO TANKS 9 x 3 1/2 x .35 BA.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?	YES		" " in way of Bridge	do	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?	YES		" " Spacing	30"	
SINGLE BOTTOM.			Second Deck, amidships, Angle, [or]	✓	
Floors, Depth and thickness at mid-line in Holds	✓		" " Spacing	✓	
Height of Brackets at side above base line at toe of frame	✓		Third Deck, amidships, Angle, [or]	✓	
Middle Line Keelson, on Floors, Angles, [or]	✓		" " Spacing	✓	
" " Through Plate or Inter-costal Plate	✓		Fourth Deck, amidships, Angle, [or]	✓	
" " Foundation Plate on Floors	✓		" " Spacing	✓	
" " Flat Plate Keel Angles	✓		POOP DECK, Angle [or]	TRANSVERSE BEAMS 8 x 3 x .35 - FRS. 13 TO FORE END AND 8 x 3 x .34 - FRS. 12 TO AFT. END 30" REQ TO FORE END 24" REQ TO AFT. END	
Side Keelsons, No. each side	✓		" " Spacing	7 x 3 x .32 BA.	
" " thickness of Inter-costal Plate	✓		Bridge Deck, Angle [or]	LONGITUDINAL BEAMS 33 1/2" AND 34"	
" " Angles	✓		" " Spacing	TRANSVERSE BEAMS 8 x 3 x .36 AND 7 x 3 x .40 B.A.S.	
DOUBLE BOTTOM IN MACHINERY SPACE FABRICATED SECTIONS			Forecastle Deck, Angle [or]	EVERY 24"	
Solid Floors, thickness and spacing	.44 TO .54 @ 30"				
" " Are Frame and Reversed Frame joggled?	FLOORS E.W. DIRECT TO T.T. THROUGHOUT. E.W. TO SHELL EXCEPT 3 1/2 x 3 1/2 x .44 AT EVERY 3" OR 4" FRAME				
Bracket Floors, breadth and thickness at middle line	✓				
" " breadth and thickness at margin plate	✓				

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows					
„ in 'tween Decks, Size and Spacing					
„ „ „ „ „					
„ in Holds „ „ „					
„ „ „ „ „					
LONGITUDINAL Centre Line Bulkheads. NO STIFFENERS Stiffeners and Spacing CORRUGATED BULKHEADS					
Plating, thickness of					
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	82" x 82				
„ „ „ „ AT ENDS of Bridge	82" x 94				
„ „ „ „ AT BREAK OF POOP	1.00				
„ Angle in Wells UPPER DECK	6" x 6" x 82				
Thickness of Plating abreast Deck openings in way of Wells FOR D. AND R.A. P.R.	.81				
Thickness of Plating abreast Deck openings in way of Bridge AMIDSHIPS	.72				
Thickness of Plating within line of openings AMIDSHIPS	.72				
If Sheathed, material and thickness.....	NO				
Second Deck. Stringer Plate, breadth and thickness in Wells					
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness.....					
Third Deck. Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Fourth Deck. Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
Poop Deck. Stringer Plate, breadth and thickness.....	48" x 40				
Plating, Sheathing, material and thickness	26 PL. INSIDE ACCOMM. 30 ELSEWHERE 5 1/2" OREGON PINE SHEATHING IN PAS ALLEYS IN WAY OF ACCOMMODATION UNDER				
Bridge Deck. Stringer Plate, breadth and thickness.....	68" x 33				
Plating, Sheathing, material and thickness	33 BARE STEEL DECK				
Forecastle Deck. Stringer Plate, breadth and thickness.....	NO STRINGER				
Plating, Sheathing, material and thickness.....	3 1/2" PLATING EXCEPT .40 AT NOSE AND .50 IN WAY OF WINDLASS AND SHEATHED WITH 1" THICK TEAKWOOD IN WAY OF WINDLASS ONLY				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? NO			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	56✓	1.09✓	.84✓	.87✓		DOUBLE 6"✓	1"✓	4"✓	BUTTS OF SHELL PLATING E.W. THRO' OUT.			
„ Dblg. (if any)	A 93✓ B 93✓ C 96✓ D 87✓	.71✓	.80✓ .80✓ .80✓ .60✓	.57✓ .57✓ .65✓ .71✓	THICKNESS OF A & C STRAKES MAINTAINED FOR D AND INCREASED FOR D OF 1/8" L TO 80. PLATES ON STEM .509 .54✓ PLATES ON STEIN FRAME .739 .84✓	DOUBLE 5 1/4"✓	7/8"✓	3 1/2"✓				
Bottom Plating, No. of Strakes FOUR.....						EXCEPT 6" A STRAKE TO KEEL	1"✓	4"✓				
Bilge Plating, No. of Strakes ONE.....	E 73✓ F 88✓ G 98✓ H 98✓	.71✓	.62✓ .50✓ .50✓ .50✓	.57✓ .53✓ .50✓ .50✓		DOUBLE 5 1/4"✓	7/8"✓	3 1/2"✓				
Side Plating, No. of Strakes FOUR.....		.66✓ .74✓	.50✓ .50✓	.50✓ .50✓		EXCEPT 6" J TO K	7/8"✓ 1"✓	3 1/2"✓ 4"✓	UPPER SEAMS OF FG & H - 3/8" UPPER SEAM J - 4"			
Upper Deck, Sheer- strake in Wells	K 66✓	.91✓	.50✓	.50✓	INCREASED TO 1.09 AT BREAK OF POOP ✓	DOUBLE 6"✓	1"✓	4"✓	SHELL BUTTS .74 AND UNDER. 			
Upper Deck, Sheer- strake in Wells Bridge ...	K 66✓	.91✓				DOUBLE 6"✓	1"✓	4"✓				
Strake below Sheer- strake in Wells	J 98✓	.74✓	.50✓	.50✓		DOUBLE 5 1/4"✓ 6" UPPER 4" LOWER	7/8"✓ 1"✓	3 1/2"✓ 4"✓				
Strake below Sheer- strake in Wells Bridge ...	J 98✓	.74✓							SHELL BUTTS .75 AND OVER. 			
Poop Side Plating.....				.42✓		SINGLE AFT TO FR. NO 30 DOUBLE 30-46	7/8"✓ 1"✓	4"✓ 4"✓				
Bridge Side Plating.....			.46 BUT PLATE ON STEM-78			SINGLE 3"✓	7/8"✓	4"✓	KEEL BUTTS. 			
Forecastle Side Plating												

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 16 ✓
 Extending to Upper Deck (Sec. 3 c) 16 AS APPROVED ✓
 „ Deck next below ✓
 As per Rule AS APPROVED ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar	FLAT PLATE KEEL.	✓		
STEM	1 1/2" x 3" STEEL BAR UP TO ABOUT 28' 6" W.L. PLATING ABOVE.	✓		
STERN FRAME {	Propeller Post	CAST	AS APPROVED BY THE WOLSENGHAM STEEL CO LTD.	✓
{	Rudder "	STEEL		
Speed of Vessel	12 1/4 KNOTS.			
RUDDER—Type	BALANCED SIMPLEX DESIGN			
" " A x D.	460 but see plans	✓		
" " Diam. of head	FORGED 11 1/2" BY STEEL 11 1/2" STEEL CO	✓	10 1/16" ± 1/16" TOLERANCE = 11 1/4" ± 1/4" TOLERANCE 0-500.	
" " Mainpiece at top	10 3/4" LTD	✓	see plans.	
" " heel				
" " how constructed	FABRICATED BY E.W.	✓		
" " double or single plate coupling, vertical or horizontal	DOUBLE PLATE - 72 HORIZ - 6-3/8" DIA BOLTS.	✓	APPROVED .66	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) SIEMENS OPEN HEARTH PROCESS.
MESSRS. APPLEBY FRODINGHAM STEEL CO. — CONSETT IRON CO LTD. — CARGO FLEET IRON CO LTD. — COLVILLES — DORMAN LONG & CO LTD —
SKINNINGROVE IRON CO LTD. — SOUTH DURHAM STEEL AND IRON CO LTD.

Has the Steel been tested as required by the Rules? YES.

PARTICULARS OF LONGITUDINAL FRAMING.

SUNDERLAND REPORT NO. —

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
			In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	FOR'D.	AFT.	Ins.		Diam.	Speng.		Number.	Diameter
Framing of $\frac{1}{2}$, L AND $\frac{1}{2}$ E														
Frames in Bridge 'tween Decks ...			6" x 3" x .38			TRANSVERSE FRAMING IN FOLE	TRANSVERSE FRAMING IN POOP.							
Frames from Uppermost Continuous Deck			8" x 3 1/2" x .46			7 3/4" x .38	7 3/4" x .36			Nº1 LONG. TO "K" STANCE	7/8"	6"	6"	
Nº 1 AND 2										Nº2 LONG.	7/8"	5 1/4"	5 1/4"	
Nº 3			9" x 3 1/2" x .48			DEEP TANK TOP	7 3/4" x .36				7/8"	5 1/4"	5 1/4"	
Nº 4 AND 5			10" x 3 1/2" x .40			11 1/2" x .38	7 3/4" x .36				7/8"	5 1/4"	5 1/4"	
Nº 6			10" x 3 1/2" x .45			9 3/4" x .38	8 3/4" x .38				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 7 AND 8			11" x 3 1/2" x .40			10 3/4" x .40	6 3/4" x .38				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 9			12" x 3 1/2" x 3 1/2" x .40			10 3/4" x .43	9 3/4" x .42				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 10			12" x 3 1/2" x 3 1/2" x .40			10 3/4" x .40	10 3/4" x .40				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 11			12" x 3 1/2" x 3 1/2" x .40			10 3/4" x .42	10 3/4" x 3 1/2" x .36				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 12			12" x 3 1/2" x 3 1/2" x .40			11" x 3 1/2" x .43					7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 13			12" x 4" x 4" x .50			11" x 3 1/2" x .43	10 3/4" x 3 1/2" x .36				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 14			15" x 4" x 4" x .42			11" x 3 1/2" x .43	10 3/4" x 3 1/2" x .36				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 15			17" x 4" x 4" x .48			11" x 3 1/2" x .43	10 3/4" x 3 1/2" x .40				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 16			17" x 4" x 4" x .55				9 3/4" x .42				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 17			17" x 4" x 4" x .55			11" x 3 1/2" x .44	ENGINE SPACE				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Nº 18 TO 26 (INCL.)			17" x 4" x 4" x .55			11" x 3 1/2" x .44	D.B. STRUCTURE				7/8"	5 1/4"	10 RIVS. @ 3 1/16"	
Spacing of Longitudinal Frames			Amidships											
At Ends			AS APPROVED											
Double Bottoms			Tank Top Longitudinals			TRANSVERSE FRAMING IN ENGINE SPACE DOUBLE BOTTOM.								
Bottom														
Spacing of Longitudinals			Amidships											
At ends...														
Transverses.														
Side (in Hold) ARGON TANKS.			Depth and Thickness	15" x .38										
Face Angles			FL. 4"											
Lugs to Shell*			E.W. TO SHELL.											
Depth and Thickness			39" x .48											
Face Angles			FL. 5"											
Lugs to Shell*			E.W. TO SHELL.											
Depth and Thickness			43" x .50											
Face Angles			FL. 8" FL. 5"											
Lugs to Shell*			E.W. TO SHELL.											
Back Bars			NONE											
Brackets			.50 AND STIFFENED AS APPROVED.											
Spacing of Transverse Frames...			9'-8"											
* State if joggled or liners.														
Longitudinal Beams of			Bridge Deck	7" x 3" x .32										
Upper			9" x 3 1/2" x .38											
Second														
Third														
Transverse Beams.			Plate.	15" x .38										
Face Angles			FL. 5"											
Any departure from Approved Plans to be Noted.														

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

EQUIPMENT No. 55,288											LETTER gt	ANCHORS. 3 B. 15.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
5044	1st Bower	97	0	14	} STOCKLESS.			66	10	0	0	271	BYERS TYPE CAST STEEL HEAD.	SAMUEL TAYLOR AND SONS.	NETHERTON 13-11-50 H. MURPHY.
5026	2nd "	96	3	14				66	2	2	0	217-0-0	— DO —	— DO —	NETHERTON 17-10-50 H. MURPHY.
5045	3rd "	81	1	14				59	10	0	0	271	— DO —	— DO —	NETHERTON 13-11-50 H. MURPHY.
	Collective weight	275	1	14								217-0-0			
5043	Stream	28	0	21	7	1	21	27	6	1	0	28-0-0	RODGERS (FORGED OPEN HEARTH INGGOT STEEL)	SAMUEL TAYLOR AND SONS.	NETHERTON 13-11-50 MURPHY.

CHAIN CABLES.													HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Ins.					Length.	Ins.				
13390	330 ^{5/16}	2 ^{9/16}	1348	188.7	949-2-14	1200	330	2 ^{11/16}	SPECIAL STEEL TAYLOR STUD LINK.	SAMUEL TAYLOR AND SONS.	NETHERTON 13-11-50 H. MURPHY	TOWLINE	130	6 ^{1/2}	112.3	130	6 ^{1/2}			
INCLUDING 20 JOINING AND 4 END SHACKLES. TWO SPARE JOINING SHACKLES TWO SPARE END																				
13391	TWO ATTACHMENT PIECES CONSISTING OF THREE OPEN LINKS SHACKLES Cir.		1348	188.7	5-1-7	✓	✓	✓	FOR SPECIAL STEEL TAYLOR STUD LINK	SAMUEL TAYLOR AND SONS.	NETHERTON 13-11-50 H. MURPHY	HAWSERS & WARPS	20	100	3 ^{1/2}	25.7	20	100	2 ^{3/4}	
13392	TWO ATTACHMENT PIECES CONSISTING OF THREE OPEN LINKS SHACKLES Cir.		1348	188.7	5-1-7	✓	✓	✓	FOR SPECIAL STEEL TAYLOR STUD LINK	SAMUEL TAYLOR AND SONS.	NETHERTON 13-11-50 H. MURPHY		20	100	3 ^{1/2}	25.7	20	100	2 ^{3/4}	
Stream Steel Wire																				
	120	5 ^{1/2}	✓	84.4	✓	✓	✓	✓	GALVANISED STEEL WIRE	WEBSTER & CO LTD. SUNDERLAND	✓		20	100	3 ^{1/2}	25.7	20	100	2 ^{3/4}	

Steering Gear, Type (Power or hand) HASTIES STEAM HYDRAULIC - 4 RAMS - TWO INDEPENDANT ENGINES AND PUMPS Alternative Means of Steering HAND CONTROL ON BOAT DECK AFT (TWO STEAM LINES TO MAIN REAR).

Steering Chains (Size and Test) NONE Windlass CLARKE CHAPMAN STEAM. Boats FOUR 24' 0" STEEL LIFEBOATS TWO OF THESE FITTED WITH MOTORS.

Ceiling in Holds, thickness and material NONE FITTED Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways.—(Upper Deck) HATCH TO FORE HOLD AND 24 HATCHES TO CARGO TANKS (8 PORT - 8 STARBOARD & 8 OPENING IN DECK - 9' 11" x 8' 11" HATCH COAMING 10' 0" x 9' 0" OPENINGS IN DECK - 4' 0" DIAM. HATCH COAMINGS - 4' 1" DIAM. COAMINGS 10' HIGH x 75 E.W. TO DECK & 50 THICK STEEL HINGED COVERS Thickness of Hatches ✓

ing Beams and Afters NONE For and on behalf of **SIR JAMES LAING & SONS LIMITED**

Builder's Signature *[Signature]*

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel MOTORSHIP or the vessel, not being an oil tanker, is fitted for carrying oil as cargo TANKER. The positions in which oil is carried as fuel or cargo should be stated, together with the flash point (where required to be inserted in the Declaration).

has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's scantlings and arrangements of the ship are as given in the report and as shown and amended on the plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by equivalent to, the Rule Requirements. The plans of Midship Section and Profile and Decks showing construction, now forwarded herewith, have been checked with the approved arrangements and found correct. Oil cargo is carried in eight main centre tanks and sixteen wing tanks (8 PORT AND 8 STARBOARD). Oil fuel is carried in the Deep Tank (forward), Oil Fuel Bunkers (aft), in the double bottom tanks in machinery spaces and in settling tanks on the flat in engine spaces (F.P. OF OIL FUEL ABOVE 150°F). Heating coils tested and found satisfactory. Tanks, ballast tanks, cofferdams, oil fuel bunkers, double bottoms and peaks have been pressure tested in accordance with Rule Requirements and found good. The weather decks clear of cargo tanks, watertight doors, P.T.O.

The amount of Entry Fee..... £ : : Fees applied for, **FEB 19 1951** (Special notations, where part of class, to be stated.)

Special Survey Fee..... 444.0.0 Received by me, WE ARE of opinion the Vessel should be Classed ***100.A.1. CARRYING PETROLEUM IN BULK.**

FREEBOARD FEE 36.0.0

Travelling Expenses, if any £ : : 19

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to SUNDERLAND OFFICE Date of issue 16/3/51

Committee's Minute Amended **FRI. 2 MAR 1951**

Character assigned +100A1 Carrying Petroleum in bulk

151 Sld. Lloyd's A+C.P. + LMC 2.51 Oil Eng. C.L. 22B 150lb.

White Sld. (h). Note for S.R.L.

CLASSIFICATION CERTIFICATES WRITTEN. © 2020 Lloyd's Register Foundation

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

superstructure bulkheads etc have been tested with water from a hose and found satisfactory.
Main and auxiliary steering gears, windlass and anchors and cables have been tested at sea under working conditions and found satisfactory.
The freeboards as assigned by the Committee have been cut in on ship's sides and verified.

Vessel drydocked prior to sea trials

Drydocked at 20-1-51.

Undocked on 22-1-51.

This vessel is the first to be completed of two sister vessels being built by Sir James Laing and Sons Ltd.

The Report refers to—YARD No 789—M.V. "HOLLYWOOD."

Sister vessel—YARD No 797 (Yard number changed to 797 from 800)

For list of plans & certificates forwarded herewith—see Rpt 9A. attached.

PARTICULARS OF ELECTRIC WELDING.

EXCEPT FOR THE FOLLOWING ITEMS OF RIVETTED MAIN STRUCTURE THE REMAINDER OF MAIN STRUCTURE IS WELDED PRINCIPALLY BY MANUAL WELDING USING ELECTRODES OF APPROVED MAKE. ODD ITEMS OF MINOR STRUCTURAL IMPORTANCE ARE PART WELDED AND PART RIVETED:—

SHELL PLATING SEAMS THROUGHOUT VESSEL RIVETED (BUTTS E.W. THROUGHOUT)
BOTTOM, SIDE AND DECK LONGITUDINAL FRAMES RIVETED.

TRANSVERSE FRAMING IN PEAK TANKS RIVETED.

STRINGER ANGLE RIVETED.

SEAMS OF UPPER DECK PLATING (AND STRINGER ANGLE) RIVETED. (BUTTS OF PLATING E.W.)

DECK END TRANSVERSE WEB AND FLOORS RIVETED TO SHELL.

STRINGERS IN FORE PEAK TANK RIVETED TO SHELL—BEAM KNEES RIVETED.

BRIDGE DECK PLATING BUTTS AND SEAMS, BEAMS AND BEAM KNEES RIVETED—DECK RIVETED TO SHELL AND AT ENDS.

FOUR DECK PLATING TRANSVERSE BUTTS, BEAMS AND BEAM KNEES RIVETED (DECK E.W. TO SHELL).

POOP DECK PLATING SEAMS, BEAMS AND BEAM KNEES RIVETED (BUTTS E.W. AND DECK E.W. TO SHELL).

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
CRUISER STERN—110YDS AOCF—MACHINERY AFT—LONGITUDINAL FRAMING
CARRYING PETROLEUM IN BULK—PART ELECTRICALLY WELDED—OIL ENGINES—
FILED FOR OIL FUEL (EXPOSED 150°)—WIRELESS DIRECTION FINDING—ECHO-SOUNDING
DEVICE—GYRO-COMPASS—No tranship.

RADAR Equipment (State if fitted) yes

State Type or Pattern No. Type 1400 S. S. No 358

State } Maker Marconi Radiocaster III
Name } and/or
of } Supplier

Particulars of Drop Test of
Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower: 63-2-21 R.L.—4004—2-3-50

2nd " 63-2-21 R.L.—4019—6-4-50

3rd " 48-3-14 A.E.G.—740—17-12-48

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.00 ft., R.Q.D. ✓ ft., Bridge 42.00 ft., Forecastle 40.25 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 184361 Signal Letters M.L.P.J. Extreme Breadth over Belting 69.78 ft. Over-all Length 521.29 ft.
(Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE STEEL DECK

PARTS OF BOTTOM OF VESSEL COATED WITH CEMENT OR APPROVED COMPOSITION PEAK TANKS, FRESH WATER D.B. TANK, FORD MAN COFFERDAM AND DOMESTIC F.W. TANKS CEMENT WASHED.

ENGINE SPACE TANK TOP, WELL AFT AND THE BOTTOM OF CHAIN LOCKER COATED WITH APPROVED BITUMASTIC COMPOSITION.

D.B. COFFERDAM IN ENGINE SPACE, RUDDER TRUNK AND THE ECHO-SOUNDING COMPARTMENT COATED WITH CAMPEX GREASE PAINT.

Particulars of composition (if fitted) and of approval ONE COAT OF THE FOLLOWING SOLUTION HAS BEEN APPLIED TO THE UPPER DECK IN WAY OF CARGO TANKS—5 PARTS FISH OIL—3 PARTS BLACK VARNISH AND ONE PART FERRITE.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons. S.W.	Where Fitted.	Length. Feet.	Water Capacity. Tons. S.W.
Double bottom, aft,	✓		Fore peak tank, FR. No 93 TO STEM.		221
Double bottom, under Engines and Boilers,	✓		After peak tank, FR. No 94 TO AFT END.		241
Double bottom, if under Engines only, FR. No 11 to 42	77.5	179	OF BUNKER	10.5	689
Double bottom, if under Boilers only,	✓		Deep tank, aft, FR. No 42 to 43		
Double bottom, forward,	✓		Deep tank, forward, FR. No 79-91	27.00	910
Total length (if continuous) and Capacity	77.5	179	Other tanks, if fitted, FORD MAN COFFERDAM	3.00	114
			AFT. MAIN	3.00	201
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6321

Date 21.7.49

Dates of Surveys
held while building

1949 Jul 18 Sep 27 Oct 27 30 Nov 16 Dec 16 21 / 1950 Jan 3 Feb 14 16 20 22 28 Mar 3 7 9 10 15 23 Apr 6 20 25
May 2 3 9 16 18 19 23 Jun 1 7 9 15 19 20 Aug 11 15 18 22 24 25 31 Sep 4 5 6 7 8 11 12 13 14 15 18 19 20 21 25 26 27 28 29
Oct 2 3 4 5 6 9 10 11 14 18 19 Nov 23 24 27 29 30 Dec 4 8 12 15 19 20 22 28 29 / 1951 Jan 2 3 4 5 11 12 15 16 17 18 19 20 21 24 25
26 29 30 31 Feb 3 6 7

Total No. of Visits 108

Rpt. 9a.

Port of

SUNDERLAND.

Continuation of Report No. 35515 dated FEB 19 1951

on the

M.V. HOLLYWOOD. SIR JAMES LAING & SONS No 789.

The following plans are forwarded herewith:—

Midship Section (as approved)

" " (as fitted)

Profile, Deck-Tank Plan (as approved)

" " " " (as fitted)

Stemframe & Rudder.

Modified arrangement of bulk in Stemframe

Shell Expansion.

Aft End Bldgs & E.R. Transverses.

Aft End Scantlings.

Aft End Bldgs & Transverses.

Fore End Detail Scantlings.

Centre Transverse Bulkheads.

Additional Structure in way Bldg girder brackets.

Fore end Bldgs & Transverses.

Hatches to cargo tanks.

Bridge Section & Deckhouse Scantlings.

M.S. Sea Suction Saddle Piece, Ballast Pump Section.

Bilge & Tank Sections.

Forward End Pumping.

Fore & Aft Gangway (as approved).

" " " " (as fitted).

Small Hatches

The following certificates are forwarded herewith:—

Rudder Head, Mainpiece & Arms, Tiller, Steering Gear, Stemframe,

3 C.I. oil valves, Denicks.

Steel invoices are forwarded herewith.

J.S. Milne.

15-2-51.