

RECEIVED

4b.
20 FEB 1951

REPORT ON OIL ENGINE MACHINERY.

No. 108122

14 FEB 1951

IN D.O.

13.2

1951

When handed in at Local Office

13.2

1951

Port of

Received at London Office

NEWCASTLE-ON-TYNE

Survey held at

NEWCASTLE-ON-TYNE & SUNDELLAND

Date, First Survey

3.6.49

Last Survey

7.2.1951

Book. 928 on the Single Triple Quadruple

Screw vessel

M.V. "HOLLYWOOD"

Tons

Gross 11447.44
Net 6804.24

at SUNDELLAND

By whom built

SIR JAMES LAING & SONS LTD

Yard No. 789

When built 1951

Lines made at WALLSEND-ON-TYNE

By whom made

NORTH EASTERN MARINE ENG. CO (1938) LTD

Engine No. 3176

When made 1951

Key Boilers made at WALLSEND-ON-TYNE

By whom made

NORTH EASTERN MARINE ENG. CO (1938) LTD

Boiler No. 3176

When made 1951

Horse Power 4250

Owners

OIL & MOLASSES TANKERS LTD

Port belonging to

LONDON

Power as per Rule

897892

NMP = 86

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted YES

For which vessel is intended OPEN SERVICE

ENGINES, &c. —Type of Engines NORTH EASTERN MARINE DOxford OPPOSED PISTON 2 or 4 stroke cycle 2 Single or double acting SINGLE

Minimum pressure in cylinders 640 LBS/SQ INCH Diameter of cylinders 6 7/8" Length of stroke 23 1/2" No. of cylinders 4 No. of cranks 4 (THREE)

Indicated Pressure 88 LBS/SQ INCH Ahead Firing Order in Cylinders 1-3-4-2 Span of bearings, adjacent to the crank, measured BETWEEN EACH THREE THROU Revolutions per minute 110

Inner edge to inner edge 20 2/8" Is there a bearing between each crank THREE THROU Kind of fuel used HEAVY OIL

Wheel dia 24 1/2" Weight 0.85 TONS Moment of inertia of wheel 0.497 Means of ignition COMPRESSOR Kind of fuel used HEAVY OIL

ank dia. of journals as per Rule 4 7/2" Crank pin dia 5 1/2" Crank webs Mid. length breadth 7 1/2" Thickness parallel to axis 2 1/2"

Intermediate Shafts, diameter as per Rule 1 1/4" Thrust Shaft, diameter at collars as fitted 5 1/2"

Screw Shaft, diameter as per Rule 2 1/4" Is the tube shaft fitted with a continuous liner YES

Size Liners, thickness in way of bushes as per Rule 1 1/2" Thickness between bushes as fitted 3/4" Is the after end of the liner made watertight in the

bell boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

he liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-

ositive. If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

of tube shaft No If so, state type Length of bearing in Stern Bush next to and supporting propeller 6'-1"

propeller, dia 17'-0 1/2" Pitch 12'-9" No. of blades 4 Material MAN: BRONZE whether moveable No Total developed surface 112 sq. feet

ment of inertia of propeller 4.60 (INCLUDES 25% FOL) Kind of damper, if fitted

Method of reversing Engines COMPRESSED AIR Is a governor or other arrangement fitted to prevent racing of the engine when decelerated YES Means of

reduction FORCED Thickness of cylinder liners 2 1/2" Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled

agged with non-conducting material LAGGED If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine Cooling Water Pumps, No. 1-100 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

ge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

pumps connected to the Main Bilge Line No. and size ONE Bilge 8" x 8" x 10" 75 Tons/HK ONE BALLAST 10" x 12" x 12" 26 Tons/HK ONE 8" x 8" x 10" 75 Tons/HK

he cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

ngements

last Pumps, No. and size ONE 10" x 12" x 12" 26 Tons/HK Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1-100 STEAM 8" x 8" x 10" 75 Tons/HK

two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both main bilge pumps and auxiliary

pumps, No. and size: In machinery spaces 1-3 1/2" STEAM FOR 1-3 1/2" AFT OILY Bilge 1-2 1/2" 5" 1-2 1/2" COFFERDAM In pump room 1-2 1/2" FOR MAIN 1-4" 1-4" 5"

holds, &c. FORE HOLD 1-2" FOR FORE PEAK TANK TOP 1-2" FOR COFFERDAM 1-6"

ependent Power Pump Direct Suctions to the engine room bilges, No. and size 1-5 1/2" FOR 1-5 1/2" AFT

all the bilge suction pipes in holds and tunnel well fitted with strum-boxes YES Are the bilge suction in the machinery spaces led from easily

ossible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

all Sea Connections fitted direct on the skin of the Ship No Are they fitted with valves or cocks BOTH Are they fixed

iciently high on the ship's side to be seen without lifting the platform plates YES Are the overboard discharges above or below the deep water line BELOW

they each fitted with a discharge valve always accessible on the plating of the vessel YES Are the blow off cocks fitted with a spigot and brass covering plate YES

at pipes pass through the bunks How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times YES

he arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery

ces, or from one compartment to another YES Is the shaft tunnel watertight Is it fitted with a watertight door worked from

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

ENGINE Air Compressors, No. NONE No. of stages diameters stroke driven by

uxiliary Air Compressors, No. 2 No. of stages 3 diameters EACH 12 1/2" stroke FREE AIR/MIN driven by STEAM ENGINE

small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

hat provision is made for first charging the air receivers. DONKEY BOILERS & STEAM COMPRESSORS.

avenging Air Pumps, No. ONE diameter 15 1/2" stroke 13 1/2" driven by MAIN ENG. CRANKSHAFT

uxiliary, Engines crank shafts, diameter as per Rule 3 1/2" 3" No. ONE 35 KW DIESEL ONE 25 KW DIESEL (AUX. SET) ONE 25 KW STEAM

ave the auxiliary engines been constructed under special survey YES (DIESEL) Is a report sent herewith YES (DIESEL)

004520-004526-0148

AIR RECEIVERS:—Have they been made under survey... YES State/No. of report or certificate... YES
Is each receiver, which can be isolated, fitted with a safety valve as per Rule... FUSIBLE PLUG FITTED TO EACH RECEIVER SAFETY VALVE ON EACH AIR COMPRESSOR
Can the internal surfaces of the receivers be examined and cleaned... YES Is a drain fitted at the lowest part of each receiver... YES
Injection Air Receivers, No... NONE Cubic capacity of each... Internal diameter... thickness...
Seamless, welded or riveted longitudinal joint... Material... Range of tensile strength... Working pressure...
Starting Air Receivers, No... 2 Total cubic capacity... EACH 150 GALL Internal diameter... 4'-0 1/4" thickness... 1 3/32"
Seamless, welded or riveted longitudinal joint... RIVETED Material... MILD STEEL Range of tensile strength... 26/33 TONS Working pressure...
IS A DONKEY BOILER FITTED... YES If so, is a report now forwarded... YES
Is the donkey boiler intended to be used for domestic purposes only... NO
PLANS. Are approved plans forwarded herewith for shafting... YES Receivers... YES Separate fuel tanks... YES
Donkey boilers... YES General pumping arrangements... 13.12.49 Pumping arrangements in machinery space... YES
Oil fuel burning arrangements... YES
Have Torsional Vibration characteristics been approved... YES Date of approval... 8.4.49
SPARE GEAR.
Has the spare gear required by the Rules been supplied... YES
State the principal additional spare gear supplied... AS PER ATTACHED LIST.

THE NORTH-EASTERN MARINE ENGINEERING CO. (1930) LTD.
The foregoing is a correct description, AND THE PARTICULARS OF THE INSTALLATION AS FITTED ARE AS APPROVED FOR
Manufacturer. TORSIONAL VIBRATION CHARACTERISTICS.
Dates of Survey while building...
During progress of work in shops - (1949) June 3, Sept. 4, 16, 26, Oct. 19, 28, Dec. 6, 8, 21, 23, 29 (1950) Jan. 4, 5, 10, 12, 13, 16, 23, 24, 25 Feb. 4, 8, 10, 13, 14, 21, 23, 24 March 1, 6, 13, 15, 17, 24, 26 May 8, 19, 22, 30, 31 June 2, 19, 20, 21, 28 July 4, 7, 19, 28 Aug. 30 Sept. 1, 4, 8, 12, 20, 22, 29 Oct. 2, 4, 9, 10, 11, 13
During erection on board vessel - 18, 20, 23, 24, 26, 27 Nov. 1, 2, 6, 8, 10, 14, 15, 17, 21, 29 Dec. 1, 4, 5, 8, 12, 20, 24 (1951) Jan. 3, 12, 15, 24 Feb. 3, 6, 7
Total No. of visits... 95
Dates of examination of principal parts—Cylinders 7.9.49 etc Covers... YES Pistons 23.1.50 etc Rods 23.1.50 etc Connecting rods 23.12.49 etc
Crank shaft 10.2.50 Flywheel shaft... EXAMINED 28.6.50 Thrust shaft... EXAMINED 22.9.50 Intermediate shafts 7.2.50 & 29.9.50 Tube shaft... TESTED 22.9.50
Screw shaft FITTED 23.10.50 Propeller FITTED 23.10.50 Stern tube FITTED 8.10.50 Engine seatings 17.11.50 Engine holding down bolts... 17.11.50
Completion of fitting sea connections 8.10.50 Completion of pumping arrangements 26.1.51 Engines tried under working conditions... 7.2.51
Crank shaft, material STEEL Identification mark... Lloyds N° 53371 Flywheel shaft, material... Identification mark...
Thrust shaft, material... Identification mark... Intermediate shafts, material STEEL Identification marks... Lloyds N° 53925 16 21/2
Tube shaft, material... Identification mark... Screw shaft, material STEEL Identification mark... Lloyds N° 54134 16 7 1/2
Identification marks on air receivers... N°1 PORT LLOYDS TEST 800 LBS WP 600 LBS T.A.O. 8.5.50 N°2 STAG: LLOYDS TEST 800 LBS WP 600 LBS T.A.O. 8.5.50
Welded receivers, state Makers' Name...
Is the flash point of the oil to be used over 150°F... YES
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with... YES
Description of fire extinguishing apparatus fitted... AS PER APPROVED PLAN
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo... YES If so, have the requirements of the Rules been complied with...
If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with...
Is this machinery duplicate of a previous case... NO If so, state name of vessel...

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey, in accordance with the approved plans. The materials & workmanship are good. Satisfactory basin & sea trials were witnessed & the machinery is eligible in my opinion for the record of LMC 2,51 & notation TSCH - OIL ENGINE - M&H Act - 20B 150 LB.

The amount of Entry Fee ... £ :
Special ... 89/1 MN. £ 253: 4
2 AIR RECEIVERS EACH
Donkey Boiler Fee 150 GALL £ 8: 0
Elec: WELDED CONSTR 66 TONS £ 17: 15
Travelling Expenses (if any) £ :
When applied for 13 FEB 1951
When received 19

Committee's Minute FRI 2 MAR 1951
Assigned + LMC 2,51 Oil Eng.
C.L. 20B 150LB (with endorsement)

J. A. Orle
Engineer Surveyor to Lloyd's Register of Shipping.
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