

/R.

Rpt. 8.

(Received at London Office 1 - MAR 1956)

No. 113176

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24 - 2 - 56 When handed in at Local Office 24 - 2 - 56 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 13305 Survey held at Wallsend Date, First Survey 19 - 1 - 56 Last Survey 15 - 2 - 1956 (No of Visits 12)

on the ~~Wood~~ Steel M.V. "HOLLYWOOD"

TONNAGE: — Built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1951

GROSS 11447 Owners Oil & Molasses Tankers Ltd. Owners' Address — I TAMAG

UNDER DK — Managers J. I. Jacobs & Co., Ltd. (if not already recorded in Appendix to Register Book)

NET 6809 Port belonging to London

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Swan Hunter's Destined Voyage —

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER: * 100 A.1. Machinery and Boiler Surveys (Including date of N.B., if any).

only alterations in the existing records of tanks should be inserted. N.B.—All alterations in the existing records should be underlined.

Last Report, No. 39631 Port ROT

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Yes Owner's Society's Freeboard (if assigned) as 9 fl. 7 1/2 ins. painted on Ship and now verified

Not Required Was a damage report made by anyone else? if so, by whom? Underwriters

PAIRS, OR EXAMINATION AS PER RULE FOR DOCKING AND DAMAGE. NOW DONE FOR DOCKING.

Ship placed in dry dock, shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked 15 - 2 - 56.

EXAMINED:—

Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, general equipment, main and auxiliary steering arrangements, forward cofferdam, forward deep tank, No.1 starboard wing tank, chain locker and fore hold, anchors and chain cables.

Annual Load Line Survey now carried out.

All parts surveyed, found or placed in good condition. Continued on page 2....

MANY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	-	-	-	-	-	-	-	Repairs effected to
Removed and Fair'd or Repaired	2	-	-	-	-	-	-	Rudder - see report
Fair'd or Repaired in place ..	-	-	-	-	-	-	1	for details.

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Good	As Above Good	Good	(State if on Felt.)
Good	Not Examined	None	When fitted, Month Year
Good	" "	Not examined	Boats Not examined
As Above Good	Rudder Good	Good	Masts, Yards, &c. Good
Good	Steering gear and its connections. Good	Good	Condition, how ascertained From deck
Not examined	Windlass Good	Good	(State if wedges removed.)
As Above Good	Have pumps been examined and found efficient? No	Planking	Equipment letter 2 5/16"
Not examined	Have Sluice Valves been examined and found efficient? None	Caulking	Anchors, No. of 3B - 1S
As Above Good	Have Watertight Doors been examined and found efficient? None	Treenails	Cables (State if now ranged) Yes
" " " "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" length 330 near diamr 2 5/16"
Not Examined	Air and Sounding Pipes. At Deck Good	Transoms, Pointers & Crutches	" Rule length 330 size 2 5/16"
As Above	Doubling Plates under Sounding Pipes. Not Exp.	Timbers of Frame at openings	Chain Locker Not Examined
Yes		" " at other places	Hawsers & Warps Good
"		Stringers, Clamps & Shelves	Standing Rigger Rigging Good
"		Sanding	Sails None
"		State if examined	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This tanker, so far as now surveyed, is eligible in our opinion to remain as classed with record of docking. 2.56.

Survey Fee (per Section 23) £ : : Fees applied for, 19 FEB 1956

Special Damage Repair Fee (if any) £ 23 : r 0 Received by me, A.J. Rogan

Travelling Expenses (if chargeable) £ : : Surveyor to Lloyd's Register of Shipping

Second Surveyor's Fee (if any) £ : : J.M. SCULLY H.P. URWIN

Committee's Minute. 2.56 NWC A.J. ROGAN T.A. SIMPSON

Character Assigned. 2.56 Des 2.56 004520-004526-0156 1/2

MAR 1956

30m. 1.54 Transfer Ink. (MADE AND PRINTED IN GREAT BRITAIN)

To Certificate required? if so, to be sent to



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Continuation of Report No. 113176 dated 28-2-56

on the

M.V. "HOLLYWOOD" Page 2 Cont.

REPAIRS, WEAR AND TEAR:-

NOW DONE:-

Minor general repairs effected.

DAMAGE I:-

Stated to have been caused by contact with the entrance to Messrs. Swan, Hunter and Wigham Richardson Dry Docks, Wallsend-on-Tyne on the 19th January, 1956.

NOW DONE:-

Examined internally No.1 Starboard Wing Tank, forward cofferdam and forward deep tanks starboard side.

REPAIRS NOW DONE:-

Shell plates, starboard side, numbered from aft.

Removed, faired and refitted G17 and G18.

In No.1 starboard wing tank, shell transverses Nos. 75 & 76 released and rewelded.

In forward cofferdam bulkheads Nos. 78 and 79 released, faired and rewelded.

In forward deep tank, shell transverses Nos. 81 and 83 released, faired and rewelded.

No.1 starboard wing tank, forward cofferdam and forward deep tank, water tested in way of completed repairs and found satisfactory.

DAMAGE II:-

Stated to have been caused by heavy weather on the voyage between Port Said and Antwerp in loaded condition during the period 25th December, 1955, and 1st January, 1956.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Fathoms.	Inch.			

NOW DONE:-

Ship placed in dry dock, shell plating, sternframe and rudder (removed to forge for repair) cleaned, examined and recoated.

Examined fore hold and chain locker.

REPAIRS NOW DONE:-

RUDDER AND STERN FRAME:-

Rudder removed to forge, coupling faces skimmed up, holes reamed and six new coupling bolts fitted.

Chas Simpson
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REPAIRS NOW DONE (Cont.)

RUDDER AND STERN FRAME (Cont.)

Pintle end of main piece built up by electric welding and machined. New steel and gun metal liners fitted to pintle end. Rudder coupled up and proved for alignment. All carried out at forge in accordance with forging Certificate, Sunderland No.F 18791 attached.

Sternframe alignment verified and realigned with rudder, entailing boring out of lower skeg of sternframe solepiece and fitting of internal welded and studded M.S. liner, new brass cage and lignum vitae bush in accordance with attached plan. Steady bearing and clamp repositioned to amended alignment in accordance with plan. Buckled deck plate in way of steady bearing released and faired in place. Rudder tried by hand and under working conditions and proved satisfactory. It is not considered necessary that any note need be made of the slightly offset alignment of the rudder and sternframe as indicated on the plan attached.

FORWARD DEEP TANK:-

The fractures in bulkhead into chain locker port and starboard in way of No.2 shell longitudinal bracket, veed out, welded and doubling plate fitted. Forward deep tank water tested in way of completed repairs and found satisfactory.

FEES:-

Damage I:- 17.7.0.
Damage II:- 15.15.0.

Chas Simpson
24-2-56

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE

