

Rpt. 9

Date of writing report 20/2/56

Received London

1 - MAR 1956

Port NEWCASTLE UPON TYNE.

No. 113176.

Survey held at WALLSEND ON TYNE.

No. of visits 12

First date 16/1/56

Last date 16/2/56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 13305 Name M.V. "HOLLYWOOD" Gross tons 11447 Date of build 1951 - 2

Owners Oil & Molasses Tankers Ltd. Managers J. I. Jacobs & Co. Ltd. Port of Registry LONDON

Engines made 1951 By N.E. Marine Eng. Co. (1938) Ltd. Type 4 CYLINDER DOXFORD

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~XX~~/Donkey Boilers 2 DB W.P. 150 lbs sq in.

Surveyed Afloat or in Dry Dock Both

Nature of Survey DAMAGE. DKG. C.S. DBS.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Now

CARRYING PETROLEUM IN BULK.

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 9/64" Oil Glands Sea Connections GOOD

Fastenings GOOD Has Screwshaft ~~XXXX~~ been drawn? YES Date of Examination 2/2/56 Has Shaft been changed? NOHas Shaft now fitted been previously used? Has Shaft now examined ~~XXXX~~ a continuous liner? YES Approved oil gland? NOMAIN ENGINES (~~XXXX~~ or I.C.) ~~XXXX~~ ~~XXXX~~

1 Cyls., Covers, Pistons & Rods NOS. 1 AND 3 GOOD

2 Valves & Gears

3 Connecting Rods, Side NOS. 1 AND 3 GOOD

Top Ends & Guides Centre NOS. 1 AND 3 GOOD

4 Crankpins & Side NOS. 1 AFT GOOD

Bearings Centre NO. 4 GOOD

5 Journals & Bearings NOS. 3 AND 4 GOOD

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods GOOD

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this Vessel, so far as now seen,

is in a safe working condition eligible, in our opinion, to remain as Classed, and have

Fresh Record of † L.M.C. (C.S) with date when the Survey has been completed. D.B.S.

2/56 and Notation Tailshaft seen 2/56 C.L. now.

WEDNESDAY - 4 APR 1956

Date of Committee

Decision As now

30m. 6.55. T. (MADE AND PRINTED IN ENGLAND)

52,56 DBS 2,56

W. NICHOLSON: N. STEPHENSON: C. BELL:

Lloyd's Register

004520 - 004526 - 0160

Foundation

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
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).....
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN.....
Superheaters.....
Safety Valves.....
Mountings, Doors & Fastenings.....
Safety Valves Adjusted to Sat.....
Spt.....
Boiler Securing Arrangements.....
Main Economisers.....
Steam Heated Steam Generators.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....
EXAMINATION & TESTING OF STEAM PIPES (State material)
Main.....
Were Copper Pipes annealed?.....
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)

Damage stated to have been sustained through heavy weather whilst on voyage from CATHEGINA to ISLE OF GRAIN about November 1954.
It was stated that fractured Propeller Blade was temporarily repaired at ROTTERDAM in May 1955.

NOW DONE FOR DAMAGE:-

Vessel in Dry Dock, Propeller Screwshaft and Sternbush examined.

PERMANENT REPAIRS:-

New Bronze Propeller marked LLOYDS A.J. 6/1/56, satisfactorily fitted.

REPAIRS (WEAR AND TEAR):-

Nos. 1 and 3 Upper and Lower Pistons replaced by reconditioned spares.
After Pump Room Sea Injection Valve removed, overhauled and hydraulically tested 50 lbs sq. in., and refitted.

No opportunity afforded to adjust M.E. Governor.

Survey fees C.S. £15. 0. 0d.
D.B.S. £10. 0. 0d.

Damage fee £5. 5. 0d.

Expenses...



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DBS not due now held
by engineering
co. It is submitted that this
vessel is eligible for THE
RECORD, DBS 2,56 3 2,56

TORSIONAL
ENDORSEMENT CASE.