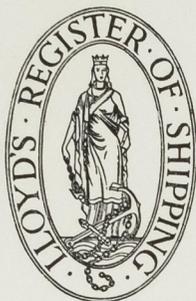


COPY

LLOYD'S REGISTER OF SHIPPING



Port Lagos.

4th December, 1964.

DM608.

This is to Certify that

H. M. Pollock.

the undersigned Surveyor to this Society did at the request of Lloyd's Agents, Apapa, and with the consent of the Master, attend on board the m.v. "MULBERRY HILL" 7,121 tons gross of London, for the purpose of ascertaining the nature and extent of damage and the course proposed at this time.

The damage was stated to have been caused at 1802 hours on the 30th November, 1964 when this ship was in the process of mooring at No.1 Marina Buoys, Lagos, with the Tug "Atlas" in attendance. It was stated by the Master of the "MULBERRY HILL" that the "Atlas" was standing by and without any movement being ordered by the Pilot the tug steamed ahead and its bows came in contact with the starboard bows of the ship.

For further particulars see log book.

Log book entry for the 30th November, 1964 examined.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of Insurance.

<u>Found</u>	<u>Recommended</u>
<u>Starboard:</u>	
1st plate from forward in 1st below main sheerstrake set in (SJ18).	To remove, fair and refit.
<u>2nd Below Main Sheerstrake:</u>	
1st plate from forward set in (SJA5).	To fair in place.
2nd plate from forward heavily set in (SJA4).	To renew.
Starboard shell frames Nos.7 & 8 from forward buckled in lower peak space.	To crop and part renew.
2 beam knees in way buckled (2nd deck).	To renew.
2 - 2nd deck beams slightly buckled.	To fair in place.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Found

Shell seam between 1st and
2nd strakes below main sheer
opened up and rivets slack in
three frame spaces.
Hose tested and found leaking
on seam.

Recommended

To re-rivet.

It is further recommended that any removals necessary to effect the above repairs be replaced and that all new and disturbed work be coated as original.

The foregoing recommendations have been made with a view to placing the vessel in the same good condition as before the alleged casualty occurred.

In my opinion, the damage is, consistent with the cause stated.

Course:

Permanent repairs have been deferred until next drydocking. Temporary repairs have been carried out at this time by welding inside and outside approximately 5 feet of the seam between the 1st and 2nd strakes below main sheer, starboard side, ring welding 46 rivets in seam and frames, and tack welding Frames 7 and 8 to the shell. Repairs hose tested satisfactorily on completion.

H. Pollock

SURVEYOR TO LLOYD'S REGISTER.

Fee: £10. Os. Od.

Exps: 10s. Od.

HP



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Foundation

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