

Received London
17 NOV 1964

Ship's Name **SS/MS "MULBERRY HILL"** Gross tons **7,121**

Is there a rpt. 8? **No** Port **Lagos** Rpt. No. **3949**

No. of visits **4** First date **5 - 11 - 64** Last date **10 - 11 - 64**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only) **LGR 3945**

Date of completing rpt. **11 - 11 - 64** Surveyed at, if different from Port above

Is a rpt. 9A attached? **No** MN **505** Nature of survey **Adjusting safety valves & repairs.**

Survey fees **£50 - 0 - 0.** Damage fee Expenses **£3. Os. Od.**

S.A. fee **£7. Os. Od.**

DOCKING

Propeller Sea connections Oil gland

Fastenings Wear down of stern bush

Has screw/tube shaft been drawn? Date of examn.

Has shaft been changed? Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

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

AUXILIARY, DONKEY OR PRESS <small>(State if oil fired—OF or exhaust gas—EG)</small>	MAIN	
	Port	Centre
Air heaters	-	-
Superheaters	-	-
Safety valves	-	-
Mountings, doors and fastenings	-	-
Safety valves adjusted to { Sat Spt	220 p.s.i. 220 p.s.i.	220 p.s.i. 220 p.s.i.
Boiler securing arrangements	-	-
Main economisers	-	Exhaust gas heated economisers -
Steam heated steam generators	-	Steam generator safety valves adjusted to -
Forced circulating pumps	-	Funnel -
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	-	Were oil burning system & remote controls examined in accordance with rules? -

I recommend that the machinery of this ship remain as classed with/~~robot~~ fresh record of

MBS 10/64 on completion, subject to any outstanding conditions of class and subject to the port main boiler main saturated steam stop valve chest being renewed on arrival in the United Kingdom and not later than the end of January, 1965.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

H. Pollock

H. Pollock
Surveyor to Lloyd's Register of Shipping

FRIDAY 18 DEC 1964

Deferred for comp MBS
Subject

Wife Oliver

003808-003815-0148/2

ALSO FOR

SPL FOR

PROV BY
CESR
SRL

POSTING

HEADER

CBRT

At part or complete. Special Surveys those items which are not applicable to the ship are to be cancelled; 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 omitted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

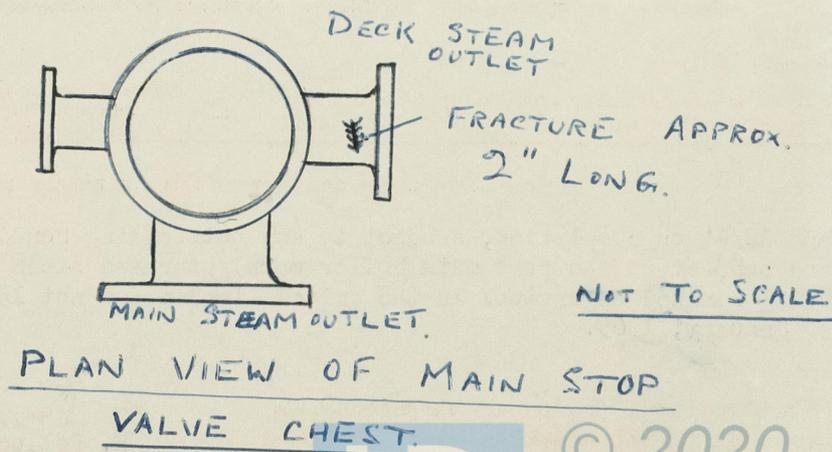
ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		
e Air coolers		n Switchboards & fittings
f Control gear cables, etc.		o Circuit breakers
g Insulation resistance		p Cables
h Insulating oil test		q Insulation resistance
i Overspeed governors		r Steering gear generators & motors
j Magnetic couplings		s Navigation light indicators
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Temporary Repairs:

On raising steam in the port boiler it was found that the saturated steam main stop valve chest was cracked in way of the deck steam outlet branch (see sketch) the crack approximately 2" in length lay circumferentially.



The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

Ship's Name SS/MS "MULBERRY HILL"

Port LAGOS

Rpt. No. 3949

Now Done:

Cast steel stop valve chest removed from boiler; crack veed out right through the thickness of the material. The fracture was then electrically welded by Mr. S. Conolly a Class I Welder employed by Messrs. Babcock and Wilcox Ltd. on the Ijora Power Station boiler modification welds. Low hydrogen welding rods to B.S.1719 were used. After welding the valve chest in way of the brach was stress relieved. On completion the valve chest was magnetically crack detected and subjected to a hydrostatic test pressure of 440 p.s.i. with satisfactory results.

The stop valve was refitted to the boiler and subsequently examined under full steam pressure.

This repair is considered efficient meantime but it is submitted that the port boiler main saturated steam stop valve chest should be renewed on the vessel's arrival in the United Kingdom and not later than the end of January, 1965.

Items now remaining to complete Main Boiler Survey:

- Starboard boiler to examine in entirety and its safety valves to adjust.
- Oil burning arrangements and remote controls to examine working.

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H. Pollock
 Surveyor to Lloyd's Register of Shipping



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Foundation

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