

14 SEP 1964

Ship's Name ~~SS/M/S~~ "MULBERRY HILL" Gross tons 7121

Is there a rpt. 9? Yes Port Istanbul Rpt. No. 5550

No. of visits 5 First date 28.7.1964 Last date 7.8.1964

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) HNA 2137

Date of completing rpt. 30.8.1964 Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 30.7.1964

Has a Load Line Survey been held? No Freeboard Marks verified -

State which additional Rpt. 8 is attached: (Cont); (PS); ~~(DP)~~; ~~(EC)~~; ~~(B)~~ //

Survey fees DS, TL. 600.-- Damage fee TL 400.-- Expenses TL 88.--

Equipment TL 250.-- S.A. fee

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action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

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

I have surveyed the above ship in accordance with the Rules for Damage, Equipment and Docking.

Damage, stated to have been caused by contacts with s.s. 'Transhatteras' on 9th and 11th June 1963, and ranging alongside the 'Transhatteras' on 12th June 1963, whilst anchored off Chittagong.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. Damage situated on fore deck bulwarks (p.s.) and scrubbed shell rivets in way of No.2 Hold.

Equipment It was stated that on 27th July, 1964, in the Bosphorus, the starboard cable parted, causing the loss of the bower anchor and two and a half lengths of cable.

Damage repairs now done

Upper deck forward

- 1 bulwark sweep plate cropped, part renewed.
- 1 bulwark stay (bulb plate) removed, faired & refitted.

Shell (p.s.) in way of No.2 Hold.

- 110 defective rivets were ring welded in 'D' and 'E' strakes.
- Repairs hose tested on completion.

P.T.O.

I recommend that this ship remain as classed with/without fresh record of dry docking 7.64 subject to one bower anchor and 60 fathoms of chain cable being supplied at the earliest opportunity, and that the conditions of class relating to dry docking (grounding), riveting of shell plates in 'D' and 'E' strakes in way of No.2 Hold, and examination of starboard anchor and chain cable be now deleted; subject also to any other outstanding conditions of class being dealt with as previously recommended.

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

S. W. GRESHAM

Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 12 OCT 1964

Minute

Deferred for equipment
 DS 7.64 subject (H)
 without sp edn (m)
 TS 7.64

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Equipment

See also S.R.L. item, '(S) anchor and chain cable to be specially examined for possible damage next dry docking' - stated due to grounding at Port Sete, 24th to 29th February, 1964.

The chain cables were now ranged, and it was found that the first 2 1/2 lengths on the starboard side were missing, only 23 links remaining of the 3rd length. These links were deformed, and studs loose. Length No.6 from the anchor was also found with a large number of deformed links, and was removed from the equipment, together with the remaining part of length No.3. Thus, five lengths remained on the Starboard side.

On the port side, 9 lengths were found satisfactory, and one length was transferred to the starboard side; thereby making the present equipment 8 lengths port and 6 lengths starboard.

N.B. It was noted that the 9 lengths on the port side were NACO type, 2" - 2 1/8" dia. i.e. Special quality. On the starboard side the removed No.6 length and port No.3 length were ordinary stud link (mean dia. 2 1/8"), and the locker length is 2 5/16" dia ordinary stud link, but the remainder is NACO type (2" - 2 1/8" dia.) i.e. only one length of ordinary stud link remains in the ship. It was impossible to identify cable with certificates.

The spare bower anchor has been fitted on the Starboard side, and the Owners' Superintendent has made arrangements for the immediate supply, from England, of the missing equipment. It is understood that it may be supplied to the ship at Gibraltar, and fitted later.

Docking - See Rpt. 8 (PS)

Repairs (Wear and tear) now done :-

The port side bilge keel was faired in place. A small number of defective rivets were cap welded on p.& s. side shell, and on the upper deck abreast No.4 Hatch.

Minor repairs were also effected.

Cont'd/..

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					As Rpt.
Faired or repaired in place					



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Ship's Name SS/MS "MULBERRY HILL"

Port ISTANBUL Rpt. No. 5550

Conditions affecting Class (S.R.L. No. 222)

"Dry docking (grounding)" - No damage to bottom was found.

Riveting of shell plates in 'D' & 'E' strakes between frames 105/115 in way of No.2 Hold (p.s.) to be specially examined and dealt with as necessary at next dry docking. ✓

(S) Anchor and chain cable to be examined for possible damage at next dry docking. ✓

All the above items having been dealt with, it is submitted that they be deleted from the S.R.List. A new item regarding equipment should be added. ✓

Appendix to S.R.List (No.14)

Shell plates A5 and B1 (psa) and A4(psf) and stern wrapper plate indented. Lower stem bar set over to port. Bottom shell plating corrugated. F9, E9 and 10 (s.s.amids.) wavy. ✓

These items were all considered to remain efficient.

Add to Appendix

Shell plates G5 and H5(p.s.f.) indented and wavy. The request of the Owners' Superintendent that repairs be deferred to Owners' convenience merits, in my opinion, the favourable consideration of the Committee. (Category 2(b).)

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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS/ "MULBERRY HILL"

S.S. () Due

Port ISTANBUL

Rpt. No. 5550

<u>Examined & condition</u>		<u>Examined & condition</u>	
In dry dock from	28.7.1964	* Air & sounding pipes	above deck, Good
" " " to	30.7.1964	Doublers under " "	Not Ex'd
Shell plating	Good	Steering arrangements (main)	/
Sternframe	Good	" " (aux)	
Rudder	Good	Windlass	Good
Was rudder lifted?	No	Masts & rigging	/
Plating, etc. in way of shell openings	Good	Hand pumps & suction	Not Ex'd
Side scuttles & deadlights	/	W.T. doors	Not Ex'd
Overbd. scuppers & discharges	/	Bulwarks, freeing ports, etc.	Good
F.P. spaces	/	Summer freeboard as verified	-
Chain locker	Not Ex'd		
A.P. spaces	/		
Engine space	/		
Boiler space	/		
Under E. & B.	/		
Coal bunker	None		
Tunnel & well	Not Ex'd		
Cement, asphalt, etc., on btm. shell	Not Ex'd		
Weather decks	/		
* Casings	/		
* Deckhouses	/		
* Superstructures	Good		
* Skylights	/		
* Companionways	/		
* Hatchways	/		
* Ventilators	/		
Other items:			

EQUIPMENT:

Equipment letter	a †	✓
Fee ltr., if diff. from eqpt. ltr.	-	
Anchor: No. on board	2B	
Cables {	State if ranged	Yes
	Length on board	14 lengths
	Mean dias. range from	See Report
	Rule length	270 fms Dia. 2 5/16"
Mooring ropes	Sufficient	

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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S. W. GRESHAM
 Surveyor to Lloyd's Register of Shipping
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HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	/	F.P. tank	/	/
"	'Tween decks		A.P. tank		
			D.B. tanks & c/dams		
No. 2	Hold	Good		/	/
"	'Tween decks				
No. 3	Hold	/	O.F. bunkers	/	/
"	'Tween decks				
			Settling tanks		
No. 4	Hold	/		/	/
"	'Tween decks		Deep tanks		
No. 5	Hold	/		/	/
"	'Tween decks		Side tanks		
No. 6	Hold	/	Wing tanks	/	/
"	'Tween decks				
			Other tanks:		
	Cargo battens				
	Ceiling, etc.				



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