

Ship's Name SS/MS "MULBERRY HILL" Gross tons 7121

Is there a rpt. 8? Yes Port Istanbul Rpt. No. 5550

No. of visits One First date and Last date 29.7.1964

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) -

Date of completing rpt. 6.8.1964 Surveyed at, if different from Port above -

Is a rpt. 9A attached? No MN 505 Nature of survey TS (CL) and SRL.

Survey fees SRL. TL. 250.-- Damage fee TS (CL) 420.-- Expenses S.A. fee

DOCKING

Propeller Good Sea connections Oil gland

Fastenings Good Wear down of stern bush 5 m/m

Has screw/tube shaft been drawn? Yes Date of examn. 29.7.64

Has shaft been changed? No Has shaft now fitted been previously used? Yes

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

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

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) **MAIN**

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat adjusted to { Spt

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/without fresh record of TS (CL) 7.64 now without the condition of class regarding propeller, aft end of stern bush and all outside fastenings but subject to all outstanding items attached to the class of the vessel 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. M. MAZUMBA
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

ALSO FOR

SPL FOR

NOTED BY
CESR

SRL

POSTING

HEADER

CERT

MONDAY 12 OCT 1964

As now without fresh record
TS 7.64

003808-003815-0163

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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 counted 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.

Damage: Stated to have been caused whilst mooring at buoys at Eden on 18th October, 1963. It was stated that 7 tours of wire were removed from inside of rope guard. on examination no damage was found.

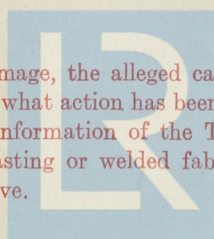
SRL 221: Propeller, aft end of stern bush and all outside fastenings to be specially examined and dealt with next dry docking.

Now done: all above items have been specially examined, propeller and aft end of stern bush found good. The gratings of the Main and General service pump's suction found missing, now renewed. The grating of the emergency fire pump found wasted and also renewed.

Tailshaft drawn in and examined with penetrating dye crack detector and found satisfactory.

Repairs Wear and Tear: a section of S.W. pipe from ram discharge to fire line found wasted and now renewed. Also other minor voyage repairs satisfactorily effected.

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.



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