

Ship's Name SS/MX "MULBERRY HILL" 7121 Gross tons of London
Is there a rpt. 9? yes Port MARSEILLE Rpt. No. 13863
No. of visits 1 First date and Last date 3.3.64
Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? yes Last rpt. (H.Q. only) GMS. 29980
Date of completing rpt. 6.3.64 Surveyed at, if different from Port above SETE
Surveyed afloat and/or in D.D. afloat Last date of examination in D.D. 6.63
Has a Load Line Survey been held? no Freeboard Marks verified no

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees

Damage fee

Expenses

Frs 250,00

Frs 100,00

S.A. fee

I have surveyed the above ship in accordance with the Rules for on account of alleged grounding on 24th February 1964 at SETE, when entering the harbour

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

It was stated by the Master that the ship grounded at 11.00 hours on the 24th February 1964 on a muddy bottom when entering the harbour of SETE.

The vessel remained aground until 15.00 hours on 29th February 1964 when refloated with aid of tugs and was moored in the harbour.

Now done Tank soundings checked with those taken at time of grounding and subsequent days, also with those taken when refloating and when moored at SETE and no evidence of leakage noted.

n° 2 and 5 holds examined on completion of discharge and no entry of water or damage noted.

Steering Gear and rudder examined and found working satisfactorily
Windlass examined working and found efficient.
Anchors and chain cables stated to be complete and in good condition ..

I recommend that this ship remain as classed with/without fresh record of ~~xxxxxx~~ survey, subject to her shell bottom plating, sternframe and rudder, being specially examined at the next drydocking, by the end of June 1964, also subject to her starboard anchor and chain cable being specially examined and retested if necessary, and to any 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.)

Date of Committee

THURSDAY - 9 APR 1964

Minute

Deferred for dry docking
Subject (h. m.)

Not Mxh d. d. date

R. J. BERTHE

Surveyor to Lloyd's Register of Shipping

ALSO FOR

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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

Bottom plating, rudder and sternframe examined by diver and no damage reported at this time.

It is recommended that the bottom plating sternframe and rudder be specially examined at next drydocking and that the class be subject to this condition.

As per log-book it was noted that the chain cable and starboard anchor were used to winch the ship off the ground and it is recommended that these items be specially examined at the next dry docking and retested if necessary.

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					
Faired or repaired in place					



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