

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

Is there a rpt. 8? yes Port Marseilles 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? no Last rpt. (H.Q. only)

Date of completing rpt. 6.3.64 Surveyed at, if different from Port above SETE

Is a rpt. 9B attached? MN Nature of survey grounding

Survey fees Damage fee Expenses

see Rpt 8

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, top ends & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7 Con. rods & top ends

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12 Con. rods & top ends

13 Crankpins & bearings

14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~XX~~h/without fresh record of

Survey, subject to propeller and fastenings being specially examined at the next drydocking by June 1964, and to any outstanding condition 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

Minute

R.J. BERTHE

Surveyor to Lloyd's Register of Shipping

THURSDAY - 9 APR 1964

As now subject

003808-003815-0172

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

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

33 Main engine driven pumps

31 Holding down
bolts & chocks

32 Detuner or vibration damper

36 Essential independent pumps

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

41 Heaters (state service)

43 Auxiliary air receivers
& safety devices

45 Main air receivers
& safety devices

46 Independent air compressors
coolers & safety devices

47	Oil fuel tanks (not forming part of the hull structure)
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48 Have all evaporators safety valves been tested under steam?

51 Fire extinguishing arrangements

Evaporators
49 HP & LP

52 Steering machinery

40 Lub. oil coolers

42 Feed water filters

44 Starting air pipes

50 Distillers

53 Windlass

Identify
by
position

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

It is stated by the Master that the ship grounded at 11.00 AM on the 24th February 1964 on a muddy bottom when entering in the harbour of SETE,. The vessel remained aground until 15.00 hrs on the 29th February 1964 when refloated with aid of tugs.

NOW DONE Main machinery examined under working conditions and found efficient. No vibrations noted - Condenser, circulating system found efficient - steam gland found efficient. Diver reported no apparent damage either to propeller and fastenings. It is recommended that propeller and fastenings be specially examined at the next drydocking by the end of June 1964 and that the class be subject to this condition.

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 also be reported above.

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taken regarding items which
Technical Records Dept., the
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