

13 MAR 1964

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 **OP**

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~~ with/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.)

**R.J. BERTHE**  
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY - 9 APR 1964

Minute

As now subject



Lloyd's Register Foundation

003808-003815-0172

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices

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

36 Essential independent pumps

37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
47	Oil fuel tanks (not forming part of the hull structure)				
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

Identify by position

#### AUXILIARY ENGINES

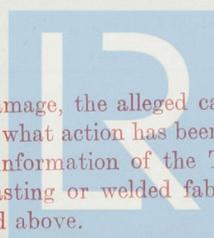
#### PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

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 - stem 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.



© 2020

Lloyd's Register Foundation