

LLOYD'S REGISTER OF SHIPPING



Port

MARSEILLES

6th February 1964

This is to Certify that

R. J. BENTON

the undersigned Surveyor to this Society did at the request of Messrs GILLATLY HANNEY, Lloyd's Agents at Marseilles, and with the consent of the Master, attend on board the s/s "MULBERRY HILL" - 7121 Gross Tons, registered in London, whilst lying afloat at SETE, on the 3rd March 1964, for the purpose of ascertaining the nature and extent of the damage alleged to have been sustained by grounding whilst entering in the harbour of SETE, on the 24th February 1964.

For further details of the occurrence, see log-books.

The Master stated that the vessel was on a voyage from CEUTA to SETE with a full cargo of sulphur and was entering in the harbour, pilot on board, using assistance of two tugs when, due to current and heavy wind, she drifted towards the bank where she grounded on a sandy and muddy bottom, at 10.37 hours, on the 24th February 1964.

The Master's statement continued that during the following days, efforts were made to refloat the vessel, before and after discharging a part of her cargo of sulphur using assistance of three small tugs of the "Compagnie Chambon" of Sete, and also of two tugs called from Marseilles.

The Master's statement concluded that the ship was refloated on the 25th February 1964 at approximately 13.00 hours and shortly afterwards was safely moored in the harbour of SETE.

It was also stated by the Master that the tank soundings were taken when aground and again when refloated and also when the vessel was moored in the harbour of SETE and no evidence of leakage was noted.

It was also stated that during the course of the salvage operations the starboard anchor and chain cable were used to winch the ship off the ground.

A diver's services were requested and upon examination of the

.../.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

shell bottom plating, rudder, sternframe, propeller and fastenings, no apparent damage was noted.

From the examination now made of tank soundings, machinery, steering gear and windlass, no apparent damage was evident.

Machinery, condenser, circulating system were examined under working conditions and found satisfactory.

The n°s 2 and 3 holds were examined on completion of discharge and no water or damage noted.

The Classification Society have however issued an Interim Certificate for the hull, subject to the 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 found necessary, and also an Interim Certificate for the machinery, subject to propeller and fastenings being specially examined at the next drydocking.

Fees: Frs 150,00

Exp : Frs 100,00

CS

Rd. Berty

R. J. BERTIN
Surveyor to Lloyd's
Register of Shipping
at Marseilles



© 2020

Lloyd's Register
Foundation