

Ship's Name SS/MS "MULBERRY HILL"

Gross tons 7121

Is there a rpt. 8? No

Port Aden

Rpt. No. 3622

No. of visits 1

First date and

Last date 19.10.63

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only) FRE 3600

Date of completing rpt. 22.10.63

Surveyed at, if different from Port above

Is a rpt. 9A attached? No

MN (505) Nature of survey Damage

Survey fees

Damage fee £15.0.0.

Expenses Sh5/-

S.A. fee

DOCKING

Propeller

Sea connections

Oil gland

Fastenings

Wear down of stern bush

Has screw/tube shaft been drawn?

Date of examn.

Has shaft been changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

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 adjusted to Sat Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

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

Survey, subject to as now recommended the propeller and aft end of stern tube being specially examined and dealt with as necessary at the next dry docking.

(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

MONDAY 18 NOV 1963

Minute

Deferred for comp MBS (suejat)

Surveyor to Lloyd's Register of Shipping

P.H. Levin

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

003808-003815-0178

Note ADM (ours)

1 NOV 1963

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

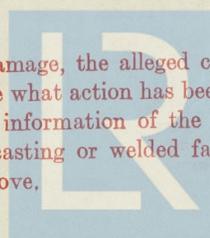
PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		n Switchboards & fittings
e Air coolers		o Circuit breakers
f Control gear cables, etc.		p Cables
g Insulation resistance		q Insulation resistance
h Insulating oil test		r Steering gear generators & motors
i Overspeed governors		s Navigation light indicators
j Magnetic couplings		
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The Chief Engineer stated that while manoeuvring into the No.11 oil berth at 1400 hours on 18th October 1963 that approximately five turns of wire rope were caught round the propeller and shaft.

NOW DONE A diver has made an examination, (copy report enclosed) removed the rope and stated that apart from superficial damage to the rope guard all appears in order and the Chief Engineer reports no leakage. In the above circumstances it is submitted the propeller and aft end of sterntube be specially examined and dealt with as necessary at the next dry docking. Considered efficient meantime.

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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