

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 18.8. 1950 When handed in at Local Office 1950 Port of Hamburg

No. in Survey held at Hamburg Date, First Survey 13.6.50. Last Survey 7.7. 1950  
Reg. Book. Supplement 14441 On the Hull-Frame of Steel S.S. "MULBERRY HILL" (No. of Visits 10)TONNAGE: Built at Lauzon P.Q. By whom Davie S.B. & Repairing Co. Ld. When 1944 MONTH 1  
GROSS 7141 Owners Halifax Overseas Freighters Ld. Owners' Address -  
UNDER DECK 6704 Managers Counties Ship Management Co. Ld. (If not already recorded in Appendix to Register Book)  
NET 4224 Port belonging to LondonSurveyed Afloat or in Dry Dock? Afloat Name of Dock Deutsche Werft Destined Voyage -  
Cell DBor DBa feet; uE & B feet; f fee  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 56782 Port off

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS OR EXAMINATION AS PER RULE, FOR Alterations.

The vessel has been converted for burning oil fuel in accordance with the approved and amended plans as follows: -  
The oil fuel is carried in double bottom tanks Nos. 7, and 8, the deep tank and two new settling tanks, fitted in the tween deck side bunker at sides of the engine room casing, with a capacity of 26 tons each.

The double bottom tank No. 7 has been divided by making the centre girder oil tight by welding plates over openings.

Bottom cementing of Nos. 7 & 8 double bottom tanks entirely removed and manholes of these tanks fitted with gutter bars around. New air pipes of 4" diam. are now fitted to the oil fuel double bottom tanks, goose necks fitted with gauze and hinged steel flaps.

A new cofferdam has been fitted between Nos. 7 & 8 D.B. tanks in aftermost bay of No. 6 tank by closing the holes in floor 67 with E.W. steel plates.

Two suction, two air and sounding pipes have been fitted to the cofferdam as required by the Rules, the manholes p.t.o.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Di. Plates	Other Items
Renewed								
Removed and Fitted or Repaired								
Fitted or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Docks good.	where seen good.	good.	(State if on Felt.)
Caulking of Docks	Celling " " "	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coatings	Cement or Asphalt " " "	Oil Bunkers good.	
Beams & Fastenings where seen good.	Rudder ✓	Scuppers	Boats good.
Outside Plating " " " "	Steering gear and its connections good.	Cargo Hatchways	Masts, Yards, &c.
Frames where seen good.	Windlass " "	Hatches	Condition, how ascertained (State if wedges removed.)
Reverse Frames " " "	Have pumps been examined and found efficient? ✓	Planking	Equipment letter
Longitudinals ✓	Have Sluice Valves been examined and found efficient? ✓	Caulking	Anchors, No. of 38.15.
Transverses ✓	Have Watertight Doors been examined and found efficient? ✓	Treenails	Cables (State if now ranged) No.
Floors where seen good.	Have Ventilators and their Coamings been examined and found efficient? ✓	Breasthooks & Stemson	" length checked complete (on board.)
Keelsons " " "	Have the Tanks been examined internally? Yes.	Transoms, Pointers & Crutches	" Rule length size
Sirings " " "	Have the Tanks been tested? 400.6, 7 & 8 DB. dyes. settling tanks.	Timbers of Frame at openings	Chain Locker ✓
Inner Bottom Plating " " "	Air and Sounding Pipes good.	" " at other places	Hawsers & Warps good.
Have the Tanks been examined internally?	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Standing and Running Rigging
Have the Tanks been tested?		Salting	Sails

## General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: - "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as seen is in good condition and eligible in my opinion to remain as classed in the Register Book without fresh record of survey, subject to all other conditions as previously recommended.

Survey Fee (per Section 29)	Alterations	£ 30 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)		£ - : - : -	1950
Travelling Expenses (if chargeable)		£ 1 : 10 : 0	Received by me
Second Surveyor's Fee (if any)		£ : : :	19

Committee's Minute

Character Assigned

Revised 21/5/51

As now subject

Fitted for oil fuel 7.50 FP above 150°F

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003808-003815-0224

S.S. "MULBERRY HILL".

have been made oil tight.

The reinforcement of the horizontal girder and brackets inside the deep tank also the reinforcement of the bulkhead stiffeners with angle bars  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8}$ " of the forward and after deep tank bulkheads have been carried out as indicated in the approved plan.

Oil gutterways and oil bilges have been fitted forward and aft the deep tanks transverse bulkheads.

Suction and sounding pipes are fitted to the oil bilges. The deep tank hatchways have been strengthened by fitting three E.W. stays each side the coaming and the trimming hatches have been altered to oil tight manholes.

The watertight tunnel in way of the former cross coal bunker has been removed and the openings in the forward and after transverse bulkheads have been closed by E.W. steel plates and stiffeners as originally. The bulkhead No. 86 between stokehold and former cross bunker is still of non w.t. construction and is not considered to be the forward end of the machinery space.

The saddle back has been altered to a coal bunker for the galley by fitting a new E.W. steel bottom with bulb angle beams in height of top of saddle.

The ash shoot has been entirely removed, openings in shell and stokehold casing closed with E.W. steel plates. Two portable settling tanks of all welded construction with a capacity of 26 t. each are

Fitted forward frame 67 on port and starbd. side in way of tween decks. These tanks are properly secured

on bearers of 18" height, welded on to deck, shell frames and engine casing. Sounding pipes of 2½" diam. air pipes of 5" diam. and overflow pipes with sight glasses have been fitted to these tanks. Cutoffways around settling tanks and scuppers leading to oil bilges in engine room are fitted.

Openings have been cut into the engine casing on both sides for access to settling tanks. These openings are closed with w.f. hinged steel doors 1550 x 550 mm height of sill 550 mm with rubber packing and turn buckles.

A complete ceiling of 2 $\frac{1}{2}$ " has been fitted on D.B. tanks Nos. 7 & 8 and in way of the former cross

bunker, which will now be used as cargo hold. Cargo battens have also been fitted as required by the Rules.

A solid wood sheathing of 2" thickness has been fitted to the after deep tank bulkhead and at the

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

Number of Certificates.	Anchors. <sup>c</sup>	WEIGHT BY STOCK.			WEIGHT OF STOCK.			TARE FOR CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collection Weight																
	Stream.....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

forward end of the settling tanks.

On completion of alterations the double bottom tanks Nos. 6, 7 & 8, the deep tank and the new settling tanks filled, tested as required by the Rules and found same tight in good order.

Minor overhauling repairs carried out satisfactorily and all repaired parts now recoated in good order.

Two plans attached.