

COPY

LLOYD'S REGISTER OF SHIPPING

Port Karachi,1st March, 1963

This is to Certify that

J. MacLeod

the undersigned Surveyor to this Society did at the request of Mackinnon Mackenzie & Co. Ltd., Lloyd's Agents at Karachi, and on board the s.s. "MULBERRY HILL", as she lay afloat at Karachi on 14th and 23rd February, 1963 on account of damage stated caused by:-

- a. Loading of heavy cargo in Nos. 4 & 5 Holds at Taranto on 22nd and 23rd August 1962 and
- b. Subsequent aggravation on the damage by heavy weather during 23rd, 24th and 25th January, 1963 on a passage from Odessa to Port Said.

For further particulars please see Log Book.

Upon examination the following damages were found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND:

The common bulkhead of Nos. 4 & 5 Holds completely adrift from lap weld connected boundary bar on shell on port side from bilge to 'tween deck. The bulkhead and boundary bar sharply indented about 5'-0" above bilge level.

The bulkhead lap weld connection on starboard side is fractured over 3'-0" about 10'-0" above bilge level.

RECOMMENDED:

Bulkhead to crop and renew 12" from shell and reconnect by lap weld to boundary bar after fairing the boundary bar.

Fractured welding to cut out and renew.

On completion of repairs, the bulkhead is to be satisfactorily hose tested.

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

the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out. It is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any 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.

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The above recommendations include staging and painting of new and disturbed work.

The damages found are, in the opinion of the undersigned, consistent with the alleged causes.

Permanent repairs have been completed by Messrs Carstairs & Cummings Ltd., Karachi.

1st March, 1963

MacLeod

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING

This is to Certify that

Fee: Rs 200/=

Exp: Rs 8/=

the undersigned Surveyor to this Society did at the request of Mackinnon Mackenzie & Co. Ltd. Agents at Karachi, on board the s.s. "MUNIR" as she lay afloat at Karachi on 14th and 23rd February, 1963 on account of damage stated caused by:-

- Loading of heavy cargo in Nos. 4 & 5 Holds at Toronto on 22nd and 23rd August 1962 and
- Subsequent aggravation on the damage by heavy weather during 23rd, 24th and 25th January, 1963 on a passage from Odessa to Port Said.

For further particulars please see Log Book.

Upon examination the following damages were found and repairs recommended without prejudice to the terms and conditions of insurance.

RECOMMENDED:

FOUND:

Bulkhead to crop and renew 12" from shell and reconnect by lap weld to boundary bar after fairing the boundary bar.

The common bulkhead of Nos. 4 & 5 Holds completely split from lap weld connected boundary bar on shell on port side from bilge to 'tween deck. The bulkhead and boundary bar severely indented about 5'-0" above bilge level.

Fractured welding to cut out and renew.

The bulkhead lap weld connection on starboard side is fractured over 3'-0" about 10'-0" above bilge level.

On completion of repairs, the bulkhead is to be satisfactorily hose tested.

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

"Where the Committee of the Society has their best endeavours to ensure that the functions of the Society are properly performed, it is not to be held responsible for any loss or damage to the cargo or for any error of judgment or negligence of any of its Members or any of its Surveyors or Agents of the Society."

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