

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

1029

Date of writing Report 3.8.50 When handed in at Local Office 19.50  
 No. in Survey held at Hamburg Date First Survey 17.6.50 Last Survey 7.7.50  
 Reg. Book. Supplement (No. of Visits 5) 19.50

on the Machinery of the Wood, Iron or Steel S.S. "MILBERRY HILL"  
 95010 Gross 7141 Vessel built at Lauzon P.Q. By whom Davie S.B. & Repairing Co.Ld. When 1944 1  
 Tonnage Net 4224 Engines made at Montreal By whom Dominion Engineering Works When 1944 1  
 Nominal 505 MN Boilers, when made (Main) 1944 (Donkey) -  
 Horse Power -  
 No. of Main Boilers 3SB(Spt) Owners Halifax Overseas Freighters Ltd. Owners' Address -  
 No. of Donkey Boilers - Managers Counties Ship Management Co. Ltd. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure - Port London Voyage -  
 in Main Boilers 220 lb.  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat  
 (State name of Dock.) (Deutsche Werft)

Now

Last Report No. Port

## Particulars of Examination and Repairs (if any) O.F. Conversion

(Periodical Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the *object* 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 briefly summarised at the end of the report. 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 why they were declined.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

If not, state for what reason. Stated examined Barry 3.50 What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough consistency of those parts of each Boiler?

Date latest date of internal examination of each Boiler.

Present condition of funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fixings of the Main Boilers? end of the Main Boilers?

Did the Surveyor examine the main plug of the Main Boilers? end of the Donkey Boilers?

Did the Surveyor examine all the manholes of the Main Boilers? end of the Donkey Boilers?

Has the screw shaft now been drawn and reamed? Has it a continuous lining? Is an approved oil retarding appliance fitted at the after end?

Has shaft now been changed? If so, State reasons Has the shaft now fitted been previously used? Was it a continuous lining?

Is an approved oil retarding appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the shaft bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

**Oil Fuel burning conversion:** - Boiler furnaces and fronts modified for oil fuel burning and Todd's type of fronts and burners fitted.

Transfer pump and connections satisfactorily installed on electric welded seating on starbd side of engine-room. Hand starting and oil fuel units and connections satisfactorily installed in boiler-room. Oil fuel filling, hot oil, steam, steam heating, steam smothering, bilge and oily bilge lines satisfactorily installed and tested in accordance with approved plans and Rule requirements.

On completion, installation examined under working conditions and found satisfactory. Deck controls to O.E. valves on settling and deep tanks, steam valves of units and transfer pump and steam smothering system examined and tested.

After peak (used for carrying fresh water) ballast line blanked off. G.S. pump ballast line suction blanked off.

Additional bilge suction satisfactorily fitted to Port and Starbd. sides of former cross-bunker forward of boiler-room. Additional light points fitted behind settling tank overflow sight-glass, in boiler room, engine-room and in P. & S. tween decks in way of settling tanks.

P. E. O.

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel so far as seen is in good order

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&ME 9,11 &LMC 9,11 or &LMC 100 lb., PD, &c.)

and eligible in my opinion to remain as classed in the Register Book without fresh record and notation "Fitted for

oil fuel 7,50, F.P. above 150° F."

Survey Fee (per Section 28) £ 24.0.0

Fee applied for

Special Damage or Repair Fee (if any) £ - - -

19

Travelling expenses (if chargeable) £ 1.0.0

Received by me,

London 13 AUG 1950

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 16 FEB 1951

As now

Assigned

"MULBERRY HILL".

Additional Machinery: - Oil fuel unit, Weir's pressure pumps: - Nos. 240800/1 LLOYDS E.E.

Heaters No. T 2075 EWS

Filters No. T 2036

Transfer pump No. 2408 67

P. & S. settling tanks.

Pneumercator gauges fitted to settling and deep tanks.

Diagrammatic plan of "as fitted" installation is attached.

4401

535

VAL COE

(T.C.B) E&L

61.00 fmmpgnd qmB settlmg

facil

(Fitter selected)

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61.00 2401 +

61.00 2401 +

notarized E.E.

61.00 2401

Diagrammatic plan

Facil

OK

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notarized

61.00 fmmpgnd settlmg

Facil

OK

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