

Inspected by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME

"KAMERUN"

REPORT

Ham.

2094.

No. 1958.

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Title of Survey

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

The machinery of this vessel was built in 1951 and classed with Germanischer Lloyd. Classification with this Society is now desired.

First Entry reports and plans have been examined and the scantlings and arrangements are acceptable.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 21.8.52 and 29.9.52 for a service speed of 125 RPM, provided a notice board be fitted at the control station stating that with the broze working propeller the engine is not to be operated continuously between 44 and 52 RPM and with the spare cast iron propeller fitted between 40 and 49 RPM and the range of speed to be passed through as rapidly as possible and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in the SRL.

The torsional vibration characteristic calculations for the 80 KW generator sets have not been submitted for examination.

The machinery requirements for the notation "Carrying vegetable oil in tanks at sides of tunnel" and "Strengthened for navigation in Ice" have been complied with.

Vessel seen in dry dock and the requirements of IMC partly carried out.

To complete the survey, the requirements of the Rules to be carried out except the following:-

Propeller and sea connections,
Pumping arrangements,
Main engine Nos. 2 & 3 cylinders, covers, valves valve gear, pistons, rods, top and bottom ends, Nos. 2,3,4 & 5 crank journals and bearings.
Both starting air compressors,
Port main starting air receiver,
Fresh and salt water cooling pumps,
Bilge and ballast pumps,
General service pump,
Electrical installation,
Windlass,
Steering gear.

Alteration:

The previous shaft driven 70 KW generator now directly coupled to a 6 cylinder auxiliary engine.

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(Cont'd)

006166-006174-0215 1/2

M/V "KAMERUN"

This vessel was completed in 1951 under Germanischer Lloyd Survey and presented for Classification with L.R. in 7,52. The Hull Survey has now been completed but a number of items are still outstanding against the machinery (see Endorsement 4E dated 26.1.53.)

When the three vessels concerned were under consideration originally, the Senior Surveyor at Hamburg was informed

"The ships can be submitted to the requisite Classification Survey and the period over which this survey may extend would depend on the arrangements which the Owners could make to have each ship completely surveyed"

In Circular 1871 - "Classification of ships of recent construction not built under the Society's Special Survey" - it is stated "the Committee will not insist upon inter-dependence of hull and machinery surveys but will be prepared to assign full class to the hull, leaving over for later assignment records of MS, BS and TS when the relative surveys have been held and the necessary scantlings checked."

IT IS THEREFORE SUBMITTED the hull notation be assigned now. Further the Owners should be informed of the requirements to complete the Machinery Survey with the request that these receive attention at the earliest opportunity.

The Hamburg Surveyors to be advised.

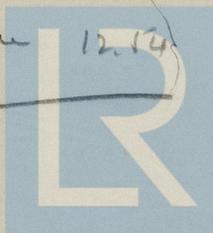
J. Ma

Vessel placed in service 1941

3.2.53.

(see App. 8)

TS due 12.54



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