

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

(Received at London Office

11 NOV 1952

Date of writing Report **31st Oct. 1952** When handed in at Local Office **HAMBURG** Port of **HAMBURG**

No in Reg. Book. Survey held at **HAMBURG** Date. First Survey **23rd Oct.** Last Survey **25th Oct. 1952** (No. of Visits **three**)

65258 on the Machinery of the ~~Wood-iron~~ **Steel** M.V. "**KAMERUN**"

Gross Tonnage **3911** Vessel built at **Flensburg** By whom **Flensburger Schiffsb. Ges.** Year **1951** Month
 Net Tonnage **2186** Engines made at **Augsburg** By whom **M.A.N.** When **1951**
 Nominal Horse Power **-** Boilers, when made (Main) **-** (Donkey) **1951**
 No. of Main Boilers **-** Owners **Deutsch-Afrikanische Schiffahrts. Ges.m.b.H.,** Owners' Address **-**
 No. of Donkey Boilers **-** Managers **-** Port **Hamburg** Voyage **-**
 Steam Pressure **-** If Surveyed Afloat or in Dry Dock **Both**
 No. of Main Boilers **-** (State name of Dock.) **H.G. Stülcken Sohn**

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)

Particulars of Examination and Repairs (if any) Part Classification Survey

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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, they detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

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. **no damage**

Has a damage report made by anyone else? If so, by whom? **-**

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **none**

Did the Surveyor go inside each Donkey Boiler? **yes**

State for what reasons. What parts of the Boilers could not be thus thoroughly examined? **-**

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? **-**

Latest date of internal examination of each boiler. **24.10.52** Present condition of funnel(s) **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? **yes** To what pressure were they afterwards adjusted under steam? **71 lbs/sq. inch**

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **-** and of the Donkey Boilers? **yes**

Did the Surveyor examine the drain plugs of the Main Boilers? **-** and of the Donkey Boilers? **yes**

Did the Surveyor examine all the mountings of the Main Boilers? **-** and of the Donkey Boilers? **yes**

Has the screw shaft now been drawn and examined? **no** Has it a continuous liner? **-** Is an approved oil retaining appliance fitted at the after end? **-**

Has the shaft now been changed? **-** If so, state reasons **-** Has the shaft now fitted been previously used? **-** Has it a continuous liner? **-**

Is an approved oil retaining appliance fitted at the after end? **-** State date of examination of Screw Shaft. **not examined** State the wear down in the bush. **close fit** Is electric light and/or power fitted? **yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **yes**

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **yes**

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space. **To complete the Classification**

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Survey all Rule Requirements remain to be carried out with the exception of the following now done and those parts examined previously (See Hamburg Reports 9 and 4b No. 1955 dated 22nd August 1952).**

- DONE:-**
- Examined the following machinery parts and found in satisfactory condition:-
 - Vessel placed in drydock.
 - Propeller, cocks, valves and outside fastenings of sea connections examined and found satisfactory.
 - Main engine Nos. 2 and 3 cylinder liners, covers, valves, valve gears, pistons, crossheads, guides, connecting rods, crank pins and bearings.
 - Nos. 2, 3, 4 and 5 main bearings and journals.
 - Port main starting air receiver internally and externally with mountings, distributor head and fastenings.
 - Windlass and steering gear.

General Observations, Opinion, and Recommendation:-

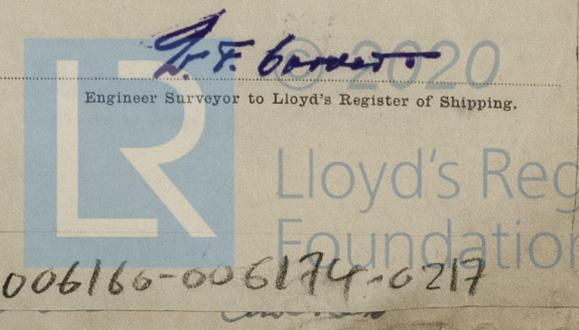
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34 The Machinery of this vessel, where now seen, is in efficient condition and will be eligible, in my opinion, to be classed LMC (with date) on completion of the survey and DBS 10,52 when the plans of the boiler and starting air receivers are found acceptable.

Part Machinery Survey **DM 460.-** Fees applied for **19**
 Electrical Survey **DM 480.-** Received by me, **19**
 Special Damage or Repair Fee (if any) **DM :**
 or Ldn.Ltr.18.12.51, ref.Ship) **DM: 15.-**

Committee's Minute **THU 12 MAR 1953**
Signed **Deferred but.**

DBS 10.52
006166-006174-0217



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

" K A M E R U N "

Donkey Boiler Survey:-

The donkey boiler examined internally and externally with mountings, manholes, doors and their fastenings and verified construction with plan which has been handed in for approval and found corresponding to plan and in good order.

Safety valves adjusted under steam as noted.

Oil fuel burning installation examined under working condition and found satisfactory.

Fire fighting appliances verified and control rods checked.

Electrical Installation:-

Electrical installation, generators, switchboards, cables and fittings examined and checked with approved plans, found corresponding and the workmanship good.

Insulation resistance measured and found in good order.

There was no possibility at this time to increase the main generator cables as recommended in the Secretary's letter dated 30.1.52 Reference Eng.

The Owners' Representative stated that this will be done on completion of the present voyage.

Examined all three auxiliary diesel engines and generators under full working conditions and found satisfactory, governor verified.

Machinery Alterations:-

The previous shaft driven 70 KW D.C. (Shunt Wound) has now been directly coupled to a 6 cylinder Deutz Diesel Engine (tested by Germanischer Lloyd) and installed on port side aft inboard at engine room floor level.

Particulars of engine and generator:-

Diesel Engine:- 6 cylinder Deutz,

Type SA 6 M 517,

Work No. 944869/74

Test Cert. 24229 H 2,52

130 mm bore, 170 mm stroke

92 BHP at 1100 R.P.M.

Generator:- A.E.G., Work No. 616099

Type AW 89 mod.,

230 Volt, 305 Amps., 70 KW.

This Shunt Wound generator is connected to the main switchboard in a similar manner, as it was as shaft driven generator.

The connecting cables have now been increased to 2 x 95 mm².

No sea trials have been carried out this time but it was noted that the tachometer was marked and the following speed ranges clearly indicated:-

40 - 52)

90 - 94) R.P.M.

110-115)

See London Letter Reference Eng., dated 21st August 1952.

The Owners' Superintendent states that the speed ranges from 110 - 115 R.P.M. and 90 - 94 R.P.M. have been marked on the tachometer on account of minor vibrations.

The following circulating pumps have been examined over all parts, including impellers, impeller shafts and casings and were found sound:-

Main sea water and main fresh water and the spare sea and fresh water pumps.

Ballast and bilge pumps.

Fire fighting and general service pump.

The following reports are attached herewith:-

Rpt. 5b and Rpt. 13.

F.F.6



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