

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30.7.1952 When handed in at Local Office 1952 Port of HAMBURG

No. in Survey held at HAMBURG Date, First Survey 21.7. Last Survey 24.7. 1952  
Reg. Book. on the Wood, Iron or Steel M.V. "KAMERUN" (No. of Visits four)

TONNAGE: Built at Flensburg By whom Flensburger Schiffbau Ges. When 1959  
GROSS 3912 Owners Deutsch-Afrikanische SchiffahrtsGes. m.b.H. 1951  
UNDER DK 3097 Managers - Port belonging to Hamburg  
NET 2189

Surveyed Afloat or in Dry Dock? afloat Name of Dock - Destined Voyage -

UDBorDBa feet; uE&B feet; f fee  
al capacity tons. FPT tons; APT tons; MT feet tons.

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.  
Machinery and Boiler Surveys (Including date of N.B., if any).  
Oil Eng.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys 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.

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. Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR PART CLASSIFICATION SURVEY:-

The vessel surveyed afloat during discharging and loading.

WORK DONE FOR SURVEY:-

The fore and after peak tanks and the fresh water tunnel side tanks on port and starbd. side opened out, examined inside floors, framing and plating and cement, found all now cement washed in good condition.  
The above tanks filled, tested as required by the Rules and found same in good order.  
Air and sounding pipes with doubling plates fitted to these tanks examined, found satisfactory.  
Store and crew spaces on top of fore and after peak tanks, fore-castle and poop cargo spaces and the tween deck throughout examined, found all iron work in here coated in good condition.

p.t.o.

MANY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairled or Repaired								
Fairled or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks <i>good</i>	<i>where exam. good</i>	<i>good</i>	(State if on Felt.)
ings	" " "	" "	When fitted, Month Year
s & Fastenings <i>where exam. good</i>	" " "	" "	Boats <i>good</i>
Plating	" " "	" "	Masts, Yards, &c.
" in way of sideights	" " "	" "	Condition, how ascertained <i>per. ill.</i>
as <i>where exam. good</i>	" " "	" "	Equipment letter
se Frames	" " "	" "	Anchors, No. of <i>38.15.</i>
udinals	" " "	" "	Cables (State if now ranged) <i>no</i>
arises	" " "	" "	" length <i>shaded complete</i>
ns <i>where exam. good</i>	" " "	" "	" Rule length size
ers <i>where exam. good</i>	" " "	" "	Chain Locker
Bottom Plating	" " "	" "	Hawsers & Warps <i>complete good</i>
the Tanks been examined internally? <i>partly</i>	Have pumps been examined and found efficient? <i>x</i>	Planking	Standing and Running Rigging <i>efficient</i>
the Tanks been tested? <i>dec. part</i>	Have Sluice Valves been examined and found efficient? <i>x</i>	Caulking	Sails
	Have Watertight Doors been examined and found efficient? <i>yes</i>	Treenails	
	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Breasthooks & Stemson	
	Alr and Sounding Pipes <i>where exam. good</i>	Transoms, Pointers & Crutches	
	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Salting	

General Observations, Opinion as to Class, Recommendation, &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, where now seen, is in good condition, and eligible, in my opinion, to be considered for classification with the Society having notation of 100 A1 (with date) in the Register Book when the Special Survey has been completed.

Fee (per Section 29) Part Classification: DM 24.0. --	Fees applied for, 19
al Damage or Repair Fee (if any) (per Sec. 29)	Received by me, 19
iling Expenses (if chargeable)	
d Surveyor's Fee (if any)	

THURS 10 OCT 1952 TUES. 28 OCT 1952  
Friedrich Polgen 2020  
Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
Defered for cp. Class Survey  
Subst. Classification can be placed with R.B.

006160-006174-0219  
Is Certificate required? If so, to be sent to  
No. of ORIGINAL REPORT

" KAMERUN "

Engine and boiler spaces, seatings and beams and shaft tunnel examined, found all parts in good order.

Tunnel w.t.door examined and tested, found tight in good working order.

Steering gear and connections, windlass (electric driven) and hand steering gear tried under working condition and found these parts efficient in good working order.

TO COMPLETE THE SURVEY THE FOLLOWING REMAINS TO BE DONE:-

All the Rule requirements except:

Examination of fore and after peak tanks and fresh water tunnel side tanks on p. and s. side internally.

Testing of these tanks (excl. shellplating in way of examination of store and crew spaces on top of fore and after peak, forecastle and poop spaces and tween decks throughout.

Examination of engine and boiler spaces incl. seatings and beams, shaft tunnel and w.t.door.

Examination of steering gear, hand gear and windlass.

**NOTE:-** The Special Survey will be advanced after vessels return from her present voyage to Africa.

Following particulars of the vessel:-

Registered dimensions: L = 117,82 m. B = 16,56 m. D = 6,00 m.

Grosstonnage: 3911.21 t. Underdeck: 3095t. Net. 2186.45 t.

Signal letters: D.H.Q.D.; Vessel launched 13.10.51 placed in Service 18.12.51. (last docking)

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER 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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

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

*Will be submitted on Dept. 1 on completion of the Special Survey.*

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Cwts.	qrs.	lbs.	Cwts.						qrs.

*Friedrich Olgren*

N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN