

Flensburger Schiffsbau - Gesellsch. Hamburg.

Yard No. 533.

Sister to "NIGERIA" & "TRANSVAAL"

red by Chief Ship Surveyor

Received from Chief Ship Surveyor

P'S NAME m.s. "KAMERON"

REPORT

Ham.

No. 2094

The remarks of the Chief Ship 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.)

Framing .. As approved.

Sheerstrake .. As approved.

L. 383.87' B. 54.12' D. 32.81' to U Dk. Proportions 11.70
24.27' to 2nd Dk.

The plans for this ship were examined during 1950 and found suitable for the class 100A1 with the Notation "Strengthened for Navigation in Ice"

In February 1951 the Builders notified the Society that L.R. class was no longer desired and the ship would be classed with Germanischer Lloyd only and not dual class as originally intended.

In December 1951 when the ship was almost completed the Owners intimated their desire for Classification with this Society.

Provided the scantlings and arrangements be verified, the Rule requirements for Ships Not Built Under Survey be complied with, and Rule equipment supplied with Germanischer Lloyd Certificates of Test for anchors and cables available for inspection, the ship could be recommended for the class 100A1, without the Notation "Lloyd's A & CP"

The Special Survey for Classification was commenced at Hamburg 7,52.

The HAMBURG Surveyors in a First Entry Report and Rpt.8 report (10,52), ship placed in dry dock, the scantlings and arrangements verified and the Rule requirements for Ships Not Built Under Survey complied with.

The equipment of anchors and cables supplied has been tested in accordance with Rule requirements by the Society's Surveyors,

It is therefore submitted the ship is eligible to be classed:-

100A1 "Carrying vegetable oil in tanks at sides of tunnel"
10,52 Ham.
ss.Ham. 10,52.
Classed 10,52.

1 Dk & Shelter dk, "pt Elec. welded" "Strengthened for Navigation in Ice"
Cell DB 338' pt W.B. 775t pt O.F. pt F.W; Tanks at sides of tunnel 869t;
MT O.F; FPT 92t; APT F.W.
FK, 7BH (Coll to Sh dk, 6 to 2nd dk) pt Cem, Lloyd's A & CP.
P 67' F 40'
O.L. 413.4'
ESD
"Z"



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P.T.C.

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"KAMERUN"

*See letter
dated 22/1/53*

It is further submitted the Surveyors be advised it is concluded the frames from $\frac{1}{2}L$ to 15% len. from stem are as shown on the approved plans, and the length of forecastle is 40', and not as reported, but this should be confirmed.

In future similar cases the port and report number should be given on plans forwarded with the First Entry Report - refer Para. 1 "Instructions to Surveyors"

This ship is also classed with Germanischer Lloyd.

8.12.52.



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006061-006174-0207