

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

(Received at London Office)

Date of writing Report **16th Feb. 1953** When handed in at Local Office **19** Port of **HAMBURG**

No in Reg. Book. Survey held at **HAMBURG** Date First Survey **27th Jan.** Last Survey **29th Jan. 1953** (No. of Visits **three**)

65238 on the Machinery of the **Woolf, Iron & Steel** **M.V. "KAMERUN"**

Tonnage { Gross **3911** Vessel built at **Flensburg** By whom **Flensburger Schiffsb.Ges.** Year **1951** Month
 Net **2186** Engines made at **Augsburg** By whom **M.A.N.** When **1951**
 Nominal Horse Power **- 666** Boilers, when made (Main) **(Donkey)** When **1951**
 Owners **Deutsch Afrikanische Schifffahrts Ges. m.b.H.** Owners' Address
 No. of Main Boilers **-** Managers **-** Port **Hamburg** Voyage **-**
 No. of Donkey Boilers **-1** If Surveyed Afloat or in Dry Dock **Afloat**
 Steam Pressure in Main Boilers **-** (State name of Dock.) **Hamburg Harbour**
 in Donkey Boilers **71-**

Last Report No. Port

Particulars of Examination and Repairs (if any) Progress of Classification

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 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 through examination at this time?

" " Donkey " " " "

If not, state for what reasons

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 efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

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

Has 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

State the wear down in the

stern bush Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward.

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

To complete the Classification

Survey the following requirements remain to be carried out:-

- 1) Examination of forward outboard generator diesel engine,
- 2) Fitting of a 70 mm direct bilge suction to the port side of the engine room,
- 3) Increasing of main generator cables to Rule Requirements.

(See Hamburg Reports Nos. 1955 dated 22nd August 1952, and No. 2094 dated 31st October 1952).

The Owners' Superintendent stated that the above requirements will be carried out on vessel's return from present voyage.

NOW DONE:-

Examined the following parts of vessel's machinery and found in satisfactory condition:-

Main Engine Nos. 1, 4 and 5 cylinder liners, covers, valves, valve gears, pistons with rods, crossheads, guides, connecting rods, crank pins and bearings, Nos. 1 & 6 journals and main bearings. Thrust shaft and intermediate shafts with bearings. Directly coupled scavenge air pump over all parts including crank shaft and bearings.

p.t.o.

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 no

CS 3,34

The Machinery of this vessel, where now seen, is in good and efficient condition and eligible, in my opinion, to be considered for Classification with the Society with the record of LMC (10,52) on completion of the Survey.

Survey Fee (per Section 29) **DM 550.-** Fees applied for **19**

Special Damage or Repair Fee (if any) **DM 15.-** Received by me, **19**

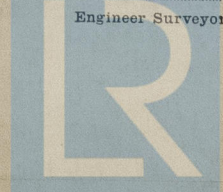
(per Section 29.)

Travelling expenses (if chargeable) **DM 15.-**

Committee's Minute **THU 12 MAR 1953**

Assigned **Deferred for comp LMC**

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

006160-006174-0212

" K A M E R U N "

Machinery: contd.

Starboard main starting air receiver internally and externally with mountings, fastenings and distributern head.

Auxiliary starting air receiver internally and externally with mountins and fastenings.

The forward inboard and aft outboard generator diesel engines over all parts, including cylinders, liners, covers, valves, valve gears, pistons, connecting rods, gudgeon pins and bushes, crank shaft and bearings.

Both lubricating oil pumps, coolers tested.

Fuel oil transfer pump.

Port daily service tank.

Harbour sea- and fresh water circulating pumps over all parts.

Repairs now carried out:-

The broken port cast iron gipsey of the windlass replaced by a cast steel gipsey.

Windlass satisfactorily tested on completion.

Rpt. 4c attached.

SURVEY COMPLETED AS BELOW

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D. J. G.

The Machinery of this vessel, where now seen, is in good and efficient condition and capable, in my opinion, to be considered for Classification with the Society with the record of LMC (No. 52) on completion of the Survey.

Part Machinery Survey
DM 550--