

REC'D NEW YORK JAN 17 1965

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London

25 JAN 1965

Ship's Name ~~SS/MS~~ "KAMUNI" Gross tons 401
 LR 518090
 Is there a rpt. 9? Yes Port Port of Spain Rpt. No. 2532
 No. of visits 6. First date 12/8/64 Last date 14/8/64
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) H9.2173
 Date of completing rpt. 21/12/64 Surveyed at, if different from Port above Georgetown, B.G.
 Surveyed afloat and/or in D.D. D.D. Last date of examination in D.D. 14/8/64
 Has a Load Line Survey been held? Yes Freeboard Marks verified No Survey not completed

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) Dry cargo

Survey fees Damage fee Expenses
 SS & DS \$ L.R. \$ 530.00 WZ \$ 200.00 WZ 1/E. \$ 150.00 WZ
 APP. SURVEYOR \$ 50.00 WZ HOTEL \$ 90.00 WZ
 S.A. fee

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

I have surveyed the above ship in accordance with the Rules for Drydocking and Special Survey. The vessel was examined on drydock and the following recommendations for repairs were made. The Owner considered that extensive repairs were uneconomical considering the vessel's future commitments therefore decided to do a minimum of repairs, take the vessel out of class and trade in British Guiana waters only. The Owner's letter taking the vessel out of class was forwarded to New York Office on December 14th 1964.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. Repairs recommended

- Aft peak tank - screw tank top and four forward stiffeners - test on completion.
- P & S fuel tanks - renew both tank tops then test tanks.
- Engine room bottom plating holed and deeply pitted - renew the keel and A strake P & S in way of the engine room.
- No. 1 hold - one upper bracket (ps) to be renewed and 6 deck beams to be refastened.
- No. 2 hold - 6 deck beams to be refastened.
- No. 2 port wing tank - All (12) bilge gussets to be renewed, all (3) transverse floors to be renewed. One forward bracket (on tank centre line) to be renewed.
- No. 3 port wing tank - Fore & aft bracket (on tank centre line) to be renewed. Four (4) forward bilge brackets to be renewed.
- No. 4 port wing tank - crop and renew three (3) longitudinal stiffeners, one forward vertical stiffener and one bilge gusset.
- Fore peak tank - renew ten (10) frames and five (5) beam knees.
- Cofferdam - crop and renew approx. 60 sq. ft. transverse bulkhead plating, port side aft.

I recommend that this ship remain as classed with/without fresh record of dry docking (with date) on completion with notation S.S. (with date) on completion subject to all recommendations for repairs being carried out now.

C.R. Cragi
 C.R. CRAGI
 Appointed surveyor.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

J.L. Lumsdon
 J.L. Lumsdon
 Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY 16 FEB 1965

Noted - See the minute dated 31.12.64

AW for Rev.

DF

ALSO FOR
SPL FOR
TRO
SRL ✓
POSTING
HEADER ✓
CERT

Shell - Crop and renew 4' x 4' x 5/16" plate at forward end of No. 1 hold
port side 1st. strake below shear (sharp indent)

Crop and renew upper 6" of plating around boat deck.

Place all air vent pipes in good condition.

Back chip and weld approximately 300 ft. of seams of repairs previously
carried out. (Previously welded one side only without edge preparation).

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS "KAMUNI"

S.S. () Due

Port Port of Spain Rpt. No. 2532

<u>Examined & condition</u>		<u>Examined & condition</u>	
In dry dock from	12/8/64	* Air & sounding pipes	Require repairs
" " " to	25/8/64	Doublers under " "	
Shell plating	Requires repairs	Steering arrangements (main)	Good
Sternframe	Good	" " (aux)	Good
Rudder	Good	Windlass	Good
Was rudder lifted?	Yes	Masts & rigging	Good
Plating, etc. in way of shell openings	Good	Hand pumps & suction	Good
Side scuttles & deadlights	Good	W.T. doors	Good
Overbd. scuppers & discharges	Good	Bulwarks, freeing ports, etc.	Good
F.P. spaces	Require repairs	Summer freeboard as verified	Not verified
Chain locker	Good		
A.P. spaces	Require repairs		
Engine space	Requires repair.		
Boiler space	-		
Under E. & B.	Require repairs	<u>EQUIPMENT:</u>	
Coal bunker	None	Equipment letter C	16" / 16 ✓
Tunnel & well	-	Fee ltr., if diff. from eqpt. ltr.	C T 396
Cement, asphalt, etc., on btm. shell	-	Anchors: No. on board	2 ✓
Weather decks	Require repairs	State if ranged	Yes
* Casings		Length on board	165 ft. ✓
* Deckhouses	Require repairs	Mean dias. range from	1" to 1" ✓
* Superstructures		Rule length	1" Dia. 1" ✓
* Skylights	Good	Mooring ropes	Sufficient
* Companionways	Good		
* Hatchways	Good		
* Ventilators	Require repairs		

Other items:

L. R. Craigie

* These items to include their closing appliances
Where a part Special Survey and say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"

30m,1,62 (MADE AND PRINTED IN ENGLAND)

J. L. Lumsden
J. L. Lumsden
Surveyor to Lloyd's Register of Shipping



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HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Repairs required	F.P. tank	Repairs required	
"	'Tween decks		A.P. tank	Repairs required	
			D.B. tanks & c/dams		
No. 2	Hold	Repairs required			
"	'Tween decks				
No. 3	Hold		O.F. bunkers	Repairs required	
"	'Tween decks				
			Settling tanks		
No. 4	Hold				
"	'Tween decks				
			Deep tanks		
No. 5	Hold				
"	'Tween decks		Side tanks	Repairs required	
No. 6	Hold		Wing tanks		
"	'Tween decks				
			Other tanks:		
	Cargo battens				
	Ceiling, etc.				



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