CHAPTER V
CONCLUSIONS AND SUGGESTIONS

1. Conclusion
a. Rack and pinion is used as leg mechanism at L/B Cameron Class 200 design
b. Spudcan jetting system at L/B Cameron Class 200 design at two ring:
   • High pressure: 80 bar @ 25 m3/h
   • Low pressure: 12 bar @ 180 m3/h
c. Hydraulic jacking system at L/B Cameron Class 200 design at two operating pressure:
   • Lifting hull: 200 bar @ 88.75% motor disp. and 89.79% pump disp.
   • Lifting leg: 100 bar @ 28.79% motor disp. And 29.27% pump disp.
   • With configuration each leg: 2 pumps and 8 motors
d. Main Component P&ID of hydraulic jacking system are hydraulic pump, hydraulic motor, charge pump and hydraulic brake. Main component P&ID of spudcan jetting are high pressure pump and low pressure pump.

2. Suggestion
a. The research with other type of hydraulic system is possible
b. For those who interest in gear system, the variety in rack and pinion system make the possibility to be used as a research
c. Research in geotechnical engineering especially in offshore which has relation to spud can jetting system is only a few, so to make deeper research in this field consultation to the expert is required.