

Rpt. 8

Port Copenhagen

No. 18614

Date of writing Report 2-11-60

When handed in at Local Office 2-11-60

Received London

Survey held at Copenhagen

No. of Visits 40

First Date 22-8-1960

Last Date 30-10-1960

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

85490

on the Iron or Steel M.S.

"VOLKERFREUNDSCHAFT"

Tons gross 12387

Built at Gothenburg

By Whom A/B Götaverken

When Year 48 Month 2

Owners Deutsche Seereederei

Owners' address (If not already in R.B.)

Managers

Port of Registry Rostock

Surveyed Afloat or in Drydock both

Name of Dock Burmeister & Wain A/S

Date of last examn. in Drydock 29-10-60

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 12760

Port

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Particulars must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being indicated. For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey are summarised at the end of the Report. The reasons for Repairs must be stated. In account of Damage (the alleged cause of which must be stated) should be separated pairs due to other causes, and, besides being detailed in the body of the Report, are summarised in the form below. When, at a Special Survey, the Shell and Deck are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+ 100 A1	+ LMC
with freeboard	CS 11.56
SS 7.56	ABS 8.59
DS 12.59	CL p&s 8.59
	Sps 11.56

References and references to any letters relating to this Report. Classn. (S) 15-8-60

In cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined. to Owners

Freeboard as marked on ship and now verified 13 ft 11 1/2 ins

Damage report issued

Was a damage report made by anyone else? If so, by whom? underwriters

REPAIRS AND REPAIRS AS PER RULE FOR Damage repairs and Periodical Special Survey "C" as stated due to grounding and touching rocks at Sandhamn on the 13th August, 1960 on voyage from Stockholm to Oslo. Please see Interim Certificate dated Stockholm 15-8-60.

Done:- The following damage repairs were now effected, shellplates numbered from aft.:- port and starboard in way of double bottom tanks nos.:- 1, 2 starboard, 3 port and starboard starboard centre and wing, 5 starboard centre and wing, starboard lub.oil, 8 port and starboard and aft. peak tank.

Starboard side:- One plate (No. 1) renewed. One plate (No. 15) faired in place. Four shellplates (A 2-B 2-C1-E 1) renewed. One shellplate (B 1) cropped and part renewed. Two shellplates (C 12 - C 13) faired in place. Six frames cropped and part renewed. Bilgekeel cropped and part renewed.

Port side:- Four shellplates (A 2-B 2-C 1-E 1) renewed. Three shellplates (A 3-B 1-F 2) cropped and part renewed. Seven shellplates (A 1 - A 13-A 14-C 12-C 13-F 2-F 3) faired in place.

Number of slightly leaking rivets in bottom shellplating repaired by CONTINUATION OVER/OR SHEET 2 wing.

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Number of slightly leaking rivets in bottom shellplating repaired by wing.	9 & 4 part	12 part		6 part				part bilgekeel & rudder
Number cropped and Faired or Repaired	-	-		-				
Number cropped or Repaired in place	10	-		-				

Survey also been held on machinery of the Ship? yes  
When Report sent now, or when will it be sent? herewith

Is Classification Certificate required? If so, to be sent to Surveyors Office, Copenhagen  
Has Interim Certificate been issued? yes, copy attached.

### GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:- "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

The ship is eligible in my opinion to remain as classed and to have record of DS 10.60 and notation of SS 10.60 on completion, subject to the ship now proceed, assisted by tugs to Rostock, where the steering gear is to be placed in order before the ship again proceeds to sea.

Special Survey notation being withheld until the efficiency of the steering gear has been verified by a Surveyor to this Society.

M. B. Christensen  
Surveyor to Lloyd's Register of Shipping

TUESDAY 29 NOV 1960

Committee

Minute

Done (14)

Deferred for ep ss  
but DS 10,60  
Both TS 9,60

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage and Periodical Special SURVEY "C" 9a

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes		F.P. Tank	yes	yes
Rudder lifted	yes		A.P. "	yes	yes
Weather Decks, Superstructures and Casings	yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	yes (OF)	yes
Hatchways, Covers, closing and securing appliances	yes		Fresh Water Tanks	yes	yes
Ventilator coamings, skylights, companionways and closing appliances	yes		Deep Tanks	yes	yes
Holds	yes		Oil Fuel Bunkers and Settling Tanks	yes	yes
'Tween Decks	yes		Side Tanks	none	-
Fore Peak Spaces	yes		Wing Tanks	none	-
After " "	yes		<del>X</del> Tanks in way of tunnel	yes	yes
Engine Space	yes		Cargo Tanks (Tankers)	none	-
Boiler	yes		Cofferdams	yes	yes
Under Engines and Boilers	yes		Pump Rooms	none	-
Tunnel and Well	yes				
Coal Bunkers	none				
Chain Locker	yes				
Other Spaces	none				
Have Tanks now Examined been Cleaned as Necessary? <u>yes</u>					
Have Struts in Cargo Tanks (of Tankers) been removed? <u>none</u>					
Have Tanks been Retested as necessary after completion of any Repairs? <u>yes</u>					

Have the spaces now surveyed been cleared and cleaned as necessary? yes  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? yes  
 Have the bilges been cleaned out and examined? yes Has cement in bottom been examined? yes  
 Has steelwork had rust removed and afterwards been recoated as necessary? yes  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? yes  
 Has a Load Line Survey been held? no If so, state which see our letter Fhd. dated 12th October, 1960  
 Have the shell and deck plating been drilled as per Rule? no If so, Report 8(Dr) to be attached -  
 Have any alterations to the approved scantlings and arrangements now been effected? no If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	good	Ceiling and Cargo Battens	good	Sluice Valves examined and found	
" " in way of side scuttles	good	Cement or Asphalt	-	Air and Sounding Pipes	
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	good	Condition, how ascertained <u>from deck</u> (State if wedges removed)	
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	
Beams and Fastenings	good	Shell Openings	good	EQUIPMENT	
Frames	good	Ash Shoots	-	Equipment Letter	<u>g + V</u>
Reverse Frames	-	Overboard Discharges and Scuppers	good	Anchors, No. of	<u>3-1</u> Condition
Longitudinals	-	Freeing ports	good	Cables (State if now ranged and examined)	
Transverses	-	Steering Gear (Main and Auxiliary)	examined and found <u>see Report</u>	" length <u>330 fms</u> mean diam. <u>2"</u> (on board) " Rule Length <u>330 fms</u> Size <u>2"</u>	
Floors	good	Windlass examined and found	good	Hawsers and Warps	<u>sufficient</u>
Keelsons	good	Pumps " " "	-	State if any Anchors or Chain Cable have	
Stringers	good	W.T. Doors " " "	good	now been supplied or retested, if so,	
Inner Bottom Plating	good			complete Report 8(Eq) and attach.	
Bulkheads and Tunnel	good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A)yes (B)none See Below

REMARKS, REPAIRS, Etc. (Contd.) Six floors in aft. peak cropped and part renewed  
Six frames cropped and part renewed.

Rudder:— Side plating and bottom plate cropped and part renewed.  
Rudder tested on completion of repairs, please see Rpt. 10 issued at Helsingborg on the 24th September, 1960.  
Lower rudder bearing examined and found satisfactory.  
Heel piece and pintle examined and found satisfactory.  
Upper rudder gudgeon with sternframe connection to hull renewed together with rudderhead, please see Casting certificate issued at Oslo on the 21st September 1960.

Special Survey Fee kr. 2970.- Second Surveyor's Fee (if any) ///  
 Special Damage or Repair Fee (if any) " 900.- Date when A/c. Rendered ///  
 Travelling Expenses (if chargeable) " 97.- ENTERED IN COPENHAGEN ROUGH

Continuation of Report No. 18614 datedon the 11th 1960

contd/ .....

m.s. "VOLKERFREUNDSCHAFT".

Forward part of rudder bearing in trunk renewed.

Lower part of rudder carrier renewed.

Tween deck plate in way of rudder carrier cropped and part renewed including beams and intercostals.

Steering gear completely dismantled.

Four ram pistons renewed, please see certificate dated Leith 26th September, 1960.

Steering gear parts examined and cylinders tested and all found satisfactory.

The rudder with rudderhead was seen turned from side to side whilst ship in dry dock on the 29th October, 1960 and found to move freely and satisfactory.

Time did not permit the steering engine to be assembled before the ship left port on the 31st October, 1960 with the rudder secured in midship position, and under assistance of tugs. It was stated that the ship was proceeding to Rostock and the steering gear would be assembled and brought in working order in that port.

A copy of the Interim certificate was handed to the Captain of the ship and a copy forwarded to the Owners. The Captain stated the ship would be passing through the Kieler Canal on the 3rd November, 1960 when he would call in a Surveyor to this Society for verification of the efficiency of the steering gear. A copy of the Interim Certificate was forwarded to the Society's Surveyors, Kiel.

The rudder and sternframe were repaired at Messrs. Oresundsvarvet A/B, Landskrona under supervision of the Society's Surveyors at Helsingborg as per Report 10 dated 24th September, 1960.

Periodical Special Survey "C" due 7.60 ship 12 years old.

All requirements of the Periodical Special Survey "C" now carried out except that the efficiency of the steering gear is to be verified by a Surveyor to this Society.

The masts (unstayed) with derricks were examined and found satisfactory.

A number of minor repairs effected.

RMC:— This notation is no longer required and survey of the refrigeration machinery or insulation was not carried out this time, please see our letter (H) dated 24th October, 1960.

The RMC notation may now be deleted from the Register Book.

Condition of Class:—

According to Interim Certificate dated Stockholm 15th August, 1960 the ship's Class is subjected to the vessel being specially examined in dry dock and repaired as necessary. This was now carried out and the Condition of Class respecting examination in dry dock may now be deleted.

List of Report 10 and Certificates attached herewith.

Rpt. 10 dated Helsingborg 24th September, 1960

Casting certf. dated Oslo 21st September, 1960 (No. ST. 4349)

Rpt. 10 dated Leith 26th September, 1960 (No. C. 10855)

Interim certificate dated Copenhagen 30th October, 1960.

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