

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.

"VÖLKERFREUNDSCHAFT"

Built at

Gothenburg

By Whom

A/B Götaverken

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.

To be filled in at Head Office.

Port

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

ys must be reported in the terms of the Rules. The nature and extent of Examinations pairs (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 tion 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 e summarised at the end of the Report. The reasons for Repairs must be stated. on 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, e summarised in the form below. When, at a Special Survey, the Shell and Deck is 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.

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

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

Damage report issued

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

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

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

ATION AND REPAIRS AS PER RULE FOR Damage repairs and Periodical Special Survey "C"

ge stated due to grounding and touching rocks at Sandhamn on the 13th August, 1960 on ge from Stockholm to Oslo. Please see Interim Certificate dated Stockholm 15-8-60.

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

strake:— One plate (No. 1) renewed.

One plate (No. 15) faired in place

board side:— 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.

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

RY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
ed	9&4 part	12 part		6 part				part bilgekeel & rudder
ed and Faired or Repaired	-	-		-				
or Repaired in place	10	-		-				

vey also been held on machinery of the Ship?

yes

Is Classification Certificate required? If so, to be sent to

Surveyors Office, Copenhagen

e Report sent now, or when will it be sent? herewith

Has Interim Certificate been issued? yes, copy attached.

AL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

ate 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".

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 Rostock, where the steering gear is to be placed in order before the ship again proceeds ea.

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

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

TUESDAY 29 NOV 1960

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 YES NO or NONE	Tanks	Now Examined Internally	Now Tested
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			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks	yes	yes
Holds	yes	Deep Tanks	yes	yes
		Oil Fuel Bunkers and Settling Tanks	yes	yes
Tween Decks	yes	Side Tanks	none	-
		Wing Tanks	none	-
Fore Peak Spaces	yes	X Tanks in way of tunnel	yes	yes
After " "	yes		none	-
Engine Space	yes	Cargo Tanks (Tankers)	none	-
Boiler "	yes			
Under Engines and Boilers	yes	Cofferdams	yes	yes
Tunnel and Well	yes	Pump Rooms	none	-
Coal Bunkers	none			
Chain Locker	yes			
Other Spaces	none			
Have Tanks now Examined been Cleaned as Necessary? yes				
Have Struts in Cargo Tanks (of Tankers) been removed? none				
Have Tanks been Retested as necessary after completion of any Repairs? yes				

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 Fbd. 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 from deck (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 g + ✓
Reverse Frames	-	Overboard Discharges and Scuppers	good	Anchors, No. of 3-1 Condition
Longitudinals	-	Freeing ports	good	Cables (State if now ranged and examined)
Transverses	-	Steering Gear (Main and Auxiliary)	see Report	" length 330 fms mean diam. 2"
Floors	good	examined and found	see Report	" Rule Length 330 fms Size 2"
Keelsons	good	Windlass examined and found	good	Hawsers and Warps sufficient
Stringers	good	Pumps " " "	-	State if any Anchors or Chain Cable have
Inner Bottom Plating	good	W.T. Doors " " "	good	now been supplied or retested, if so,
Bulkheads and Tunnel	good			complete Report 8(Eq) and attach.

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.

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 dated

on the 11th Nov 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.

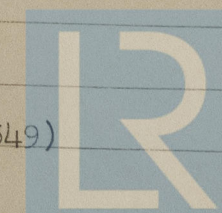
List of Report 10 and Certificates attached herewith.

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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