

Rpt. 9

Date of writing report 3-11-60 Received London Copenhagen No. 186164
Survey held at Copenhagen No. of visits 23 First date 24-8-60 Last date 30-10-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 85490 Name M.V. "VÖLKERFREUNDSCHAFT" Gross tons 12396 Date of build 2-1948
Owners Deutsche Seereederi Managers - Port of Registry Rostock
Engines made 1948 By AB Götaverken Type Oil eng. 8 cyl 2 SA
No. of Main Engines 2 No. of Screws 2
Records of Survey & Special Notations as per Register Book

Table with columns for Hull and Machinery. Hull: + 100 A1, SS 7.56, Dkg. 12.59. Machinery: + LMC, CS 11.56, A 8.59, TS, CLp & s 8.59, SPS 11.56.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes p=5, 5&s=2, 5mm Oil Glands - Sea Connections good
Fastenings good Has Screwshaft been drawn? yes Date of Examination 30-8-60 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? -

Table for MAIN ENGINES with columns for PORT and STARBOARD. Rows include Cyls., Covers, Pistons & Rods; Valves & Gears; Connecting Rods, Top Ends & Guides; Crankpins & Bearings; Journals & Bearings.

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
19 STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS
21 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS good good
24 INTERMEDIATE SHAFTS & BEARINGS good good
25 HOLDING DOWN BOLTS & CHOCKS good good
26 CONDENSERS (MAIN & AUX.) Aux. good

27 STEAM RE-HEATERS
28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel, as far as now seen, is in my opinion eligible to remain as now classed with fresh record of TS p&s 9.60, ABS 10.60 & CS 10.60 when the boiler & evaporator safety valves have been adjusted and the oil burning arrangement examined under working condition.

Date of Committee TUESDAY 29 NOV 1960
Decision Deferred for epcs & ep ABS but Both TS 9.60

Noted for Header

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Engineer Surveyor to Lloyd's Register of Shipping
011834-011843-01412

If certificate is required state where to be sent.

Aftf. fresh water cooling pump f.m.e.-Center fresh water cooling pump f.m.e.-Forw. lub. oil pump f.m.e.-Fuel oil pump f.m.e.-Heavy oil transfer pump-Ballast pump-Aft. pump-Aft. fire pump in a. eng. room-Aft. bilge pump-Emergency bilge pump-Condenser pump-Both fe
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good Both circuit

Continuation of Report No. 18614 dated

on the 17 NOV 1960

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? yes contd/

35 Fresh Water Coolers both:- good 36 Lub. Oil Coolers good 37 Heaters (state service) Salt water, fresh water
 38 Independent Air Compressors, Coolers & Safety Devices inb. in aux. eng. room: good
 39 Air Receivers & Safety devices—Main 40 Auxiliary
 41 Oil Fuel Tanks (Not forming part of hull structure)
 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
 44 Steering Machinery see ship report 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Center (No. 3) aux. gen. engine: good
 Emergency gen. engine: good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY & PRESS Port 30-9-60 Stbd. 1
 good
 Superheaters good
 Safety Valves good
 Mountings, Doors & Fastenings good
 Safety Valves Adjusted to { Sat.
 { Spt. good
 Boiler Securing Arrangements good
 Main Economisers Exhaust Gas Heated Economisers good
 Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to good
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps good
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
 Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items are subjects of class)

Damage to propeller stated to have been caused by grounding, and touching rocks at Sandhamn on the 13th August, 1960.
 Approx. 1 1/2" of one of the port propeller blade tips, found missing.
 Both propeller were removed to workshop and checked for pitch, a new tip welded on the port propeller, both propeller smoothed off and after completion found in order.
 Both tailshafts tried for trutty and found in order and afterwards drawn in, examined and found satisfactory.
 All intermediate shafts & bearings examined and found in order.
 Some re-alignment of the shaftings found necessary and on completion checked and found in order.
 Thrust shafts & bearings found good. All holding down bolts and chocks in order.
 Autolog readings carried out for both main engines and the result satisfactory.
 Machinery tested under working conditions at quay and found satisfactory. Regarding the steering gear see ship report.

CS Survey fees ... kr. 2100.- ✓
 ABS ... kr. 390.- ✓
 Damage fee ... kr. 430.- (incl)
 Expenses... kr. 65.- ✓

Date when A/c rendered -1 NOV. 1960

ENTERED IN COPENHAGEN ROUGH FEE BOOK

Damage report regarding the above has been issued at the Owners request.
 At the desire of the East German Authorities both aux. boilers have each been fitted with 12 off 1 7/8 inches back combustion chamber stays fitted with nuts & washers.
 On completion of this alteration both boilers hydr. tested to 10.5 kg/cm² and found in order
 The notation of RMC was no longer required and survey of the refr. installation was not carried out at this time, please see our letter dated 24th October, 1960.
 With reference to ypur letter of the 15th September, 1960 regarding the outstanding items the port inboard (No.4) aux. eng. has been examined as per Copenhagen certf. dated 1-5-58.

U. Nohm - King

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