

Rpt. 9

Date of writing report 3-11-60 Received London Port 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
No. of Main Boilers - W.P. -
No. of Aux. Boilers 2 W.P. 100 lb.
Surveyed Afloat or in Dry Dock both
Nature of Survey CS, TS & ABS a Damage Survey
Was Damage Report issued? yes Int. Cert.? yes
Last Report (For Head Office only)

Hull	Machinery
+ 100 A1	+ LMC
SS 7.56	CS 11.56
Dkg. 12.59	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? -
MAIN ENGINES PORT STARBOARD
1 Cyls., Covers, Pistons & Rods No. 1, 3 & 4 good No. 6 good
2 Valves & Gears No. 1, 3 & 4 good No. 6 good
3 Connecting Rods, Side No. 1, 3 & 4 good No. 6 good
Top Ends & Guides Centre
4 Crankpins & Side No. 3 & 4 good No. 6 good
Bearings Centre
5 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
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 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 & evapo-rator 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

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

Noted
for
Header

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10. John - King
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
32 Essential Independent Pumps (Identify by position) 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 circul

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

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

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
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

Safety Valves Adjusted to { Sat. good
Spt.

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers good

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

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 Sand-
hamn 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, exami
and found satisfactory.

All intermediate shafts & bearings examined and found in order.

Some re-alignment of the shaftings found necessary and on completion check
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 s
factory. 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

Continuation of Report No. 18614 dated

on the 17 NOV 1960

contd/

M. V. "VOLKERFREUNDSCHAFT".

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 re-
garding the outstanding items the port inboard (No. 4) aux. eng.
has been examined as per Copenhagen certf. dated 1-5-58.

V. Noh - King

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