

## LLOYD'S REGISTER OF SHIPPING

Port Copenhagen31st October, 1960

This is to Certify that

M.B. Christiansen - V. Holm-Kristensen.

undersigned Surveyor to this Society did at the request of

the Owners attend on board the m.s. "VÖLKERFREUNDSCHAFT" 12387  
 as gross of Rostock, whilst placed in dry dock and afloat at  
 Messrs. Burmeister & Wain A/S, Copenhagen, on the 22nd August,  
 1960 and subsequently, for the purpose of ascertaining, without  
 prejudice to the various interests concerned, the nature and  
 extent of damage stated to have been caused by grounding and  
 striking rocks at Sandhamn on the 13th August, 1960 whilst on voy-  
 age from Stockholm to Oslo.

For further particulars please see log book.  
 After examination the undersigned

Found:-Recommended. :-11:-

Shellplates numbered from aft.  
 (the strake is the Garboard strake)

Starboard strake No. 1 fractured  
 approx. 6'-0"

To be renewed

Starboard strake No. 15 indented  
 and scratched in one place.

To be faired, built up with  
 electric welding and smoothed  
 off.  
 Adjacent rivets to be caulked.

Starboard strake No. 2 starboard fol-  
 ded full width.

To be renewed.

Starboard strake No. 1 starboard frac-  
 tured approx. 6'-0"

To be cropped and upper half  
to be renewed.

Starboard strake No. 2 starboard folded  
 full width.

To be renewed.

Starboard strake No. 1 starboard frac-  
 tured approx. 4'-0" and folded  
 full width.

To be renewed

Starboard strake No. 12 starboard slight-  
 indented in four places.

To be faired in place

contd/ ...

issued upon the terms of the Rules and Regulations of the Society, which provide that:—

The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly  
 understood that neither the Society nor any Member of any of its Committees is under any circumstances  
 held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any  
 Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of  
 any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

rake No. 13 starboard slightly indented in one place.	To be faired in place
rake No. 1 starboard fractured approx. 6'-0".	To be renewed.
frames port and six frames starboard in after peak broken and buckled.	To be cropped and part renewed.
floors in after peak fractured buckled.	To be cropped and part renewed.
keel starboard approx. 50'-0" dented.	To be cropped and part renewed.
rake No. 1 port slightly indented in one place.	To be faired in place
rake No. 2 port folded full height.	To be renewed
rake No. 3 port folded full height.	To be cropped and after half to be renewed.
rake No. 13 port slightly indented in one place.	To be faired in place.
rake No. 14 port slightly indented in one place	To be faired in place
rake No. 1 port fractured full height.	To be cropped and upper half to be renewed.
rake No. 2 port folded full height.	To be renewed
rake No. 1 port folded full height.	To be renewed
rake No. 12 port slightly indented in four places.	To be faired in place
rake No. 13 port slightly indented in one place.	To be faired in place
rake No. 1 port fractured approx. 6'-0"	To be renewed
rake No. 2 port fractured approx. 2'-0"	To be cropped and lower after part to be renewed.
rake No. 2 port indented in place	To be faired in place
rake No. 3 port indented in one place	To be faired in place
bottom plating scratched.	Double bottom tank No. 1 to be tested on completion of repairs.
number of places port and starboard side.	Double bottom tank No. 2 starboard to be opened, cleaned, closed and tested on completion of repairs.
number of rivets slightly leaking.	Double bottom tank No. 3 starboard to be opened, cleaned, closed and tested on completion of repairs.
	Double bottom tank No. 3 port to be opened, cleaned, closed and tested on completion of repairs.
	Double bottom tank No. 4 starboard centre to be tested on completion of repairs.
	Double bottom tank No. 4 starboard wing to be tested on completion of repairs.
	Double bottom tank No. 5 starboard centre to be tested on completion of repairs.
	Double bottom tank No. 5 starboard wing to be tested on completion of repairs.
	Lub. oil tank starboard to be tested on completion of repairs.

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Double bottom tank No. 8 to be tested on completion of repairs.  
Settling tank starboard to be tested on completion of repairs.  
Aft. peak tank to be tested on completion of repairs.

Lower part to be cropped and part renewed.  
Rudder to be tested on completion of repairs.  
Lower rudder bearing to be carefully examined.  
Heelpiece to be carefully examined.

*Casting to be renewed.*

*To be renewed.*

To be renewed.

To be renewed.

Plate to be cropped and part renewed including beams and intercostals.

To be renewed.

All four cylinders to be examined and tested.

Crosshead to be examined.

Tiller to be examined.

Propeller to be removed, placed in workshop and a new tip welded on and smoothed off.  
The pitch of the propeller to be checked and propeller to be refitted.

Propeller to be removed.  
The pitch of the propeller to be checked and propeller refitted.

Propeller shaft port and starboard to be drawn for examination and to be tried for truth.

Intermediate shafts and bearings port and starboard to be examined and checked for alignment.

Thrust block, shaft and bearing to be opened for examination port and starboard side.

Autolog reading to be carried out on both main eng. crankshafts.

Holding down bolts and chocks for both main eng. to be examined.

Machinery tested under working conditions alongside quay and found satisfactory.

contd/ .....

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part buckled and frac-

rudder gudgeon with stern-connection to hull fractured all width.

head twisted and bent.

bearing in trunk.

part broken.

carrier: Lower part broken

deck plate in way of rudder fractured and beams in way

eng gear:-

am pistons broken

propeller:-

ade broken approx. 1 $\frac{1}{2}$  inches blade tip.

ard propeller:-

ther recommended that all necessary removals be replaced and  
 ere damaged in course of above repairs) repaired or renewed as  
 essary, the repairs be suitably coated on completion of work.  
 foregoing recommendations were made with a view to placing the  
 and machinery in the same good and efficient condition as be-  
 the alleged casualty occurred and the above repairs have now  
 n completed to our satisfaction, except the steering gear not  
 ng in working order.

1960

ship was docked on 22nd August/when repairs were commenced.  
 p undocked on the 31st August, 1960 also docked in the periods  
 to 12th September and 22nd to 30th October.

airs were not completed when ship left Copenhagen on the 31st  
 ober, 1960, as the steering gear was not assembled and had not  
 n tried under working condition

ship proceeded under assistance of tugs to Rostock, where it  
 stated that the repairs would be completed.

*M. B. Christensen* *N. John. Kristensen*

**SURVEYOR TO LLOYD'S  
 REGISTER OF SHIPPING**

ee:- kr. 500.-



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