

LLOYD'S REGISTER OF SHIPPING

Port Copenhagen31st October, 1960

This is to Certify that

M.B. Christensen - V. Holm-Kristensen.

undersigned Surveyor to this Society did at the request of

the Owners attend on board the m.s. "VÖLKERFREUNDSCHE" 12387
 as gross of Rostock, whilst placed in dry dock and afloat at
 Mers. 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.
 (strake is the Garboard strake)

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

1st strake No. 15 indented
 and scratched in one place.

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

3rd strake No. 1 starboard frac-
 tured approx. 6'-0"

4th strake No. 2 starboard folded
 full width.

5th strake No. 1 starboard frac-
 tured approx. 4'-0" and folded
 full width.

6th strake No. 12 starboard slight-
 indented in four places.

To be renewed

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

To be renewed.

To be cropped and upper half
 to be renewed.
 To be renewed.

To be renewed

To be faired in place

contd/ ...

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

Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
 be 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
nted in one place.

To be faired in place

rake No. 1 starboard fractured
ox. 6'-0".

To be renewed.

frames port and six frames star-
d in after peak broken and buck-

To be cropped and part renewed.

floors in after peak fractured
buckled.

To be cropped and part renewed.

e keel starboard approx. 50'-0"
led.

To be cropped and part renewed.

rake No. 1 port slightly in-
ed in one place.

To be faired in place

rake No. 2 port folded full
h.

To be renewed

rake No. 3 port folded full
h.

To be cropped and after half to
be renewed.

rake No. 13 port slightly in-
ed in one place.

To be faired in place.

rake No. 14 port slightly in-
ed in one place

To be faired in place

rake No. 1 port fractured full
h.

To be cropped and upper half to
be renewed.

rake No. 2 port folded full
h.

To be renewed

rake No. 1 port folded full
h.

To be renewed

rake No. 12 port slightly in-
ed in four places.

To be faired in place

rake No. 13 port slightly in-
ed in one place.

To be faired in place

rake No. 1 port fractured
ox. 6'-0"

To be renewed

rake No. 2 port fractured
ox. 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
e

To be faired in place

om plating scratched.

mber of places port and star-
d side.

mber of rivets slightly leaking.

Double bottom tank No. 1 to be
tested on completion of repairs.
Double bottom tank No. 2 star-
board to be opened, cleaned, clo-
sed and tested on completion of
repairs.

Double bottom tank No. 3 star-
board 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 star-
board 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 star-
board centre to be tested on
completion of repairs.

Double bottom tank No. 5 star-
board wing to be tested on com-
pletion of repairs.

Lub. oil tank starboard to be te-
sted on completion of repairs.

contd/

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.

part buckled and frac-

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.

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

Casting to be renewed.

head twisted and bent.

To be renewed.

bearing in trunk.

To be renewed.

part broken.

carrier: Lower part broken

To be renewed.

deck plate in way of rudder fractured and beams in way

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

ing gear:-

am pistons broken

To be renewed.
All four cylinders to be examined and tested.
Crosshead to be examined.
Tiller to be examined.

propeller:-

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

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.

ard propeller:-

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/

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
 l and machinery in the same good and efficient condition as be-
 e 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.-



© 2021

Lloyd's Register
 Foundation

011834-011843-0136 4/4