

Rpt. 8.

(Received at London Office. 24 MAY 1946)

No. 1493

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 19... Port of Reykjavik  
No. in Reg. Book 57266 Survey held at Haparfjörður & Reykjavik Date, First Survey 20 August Last Survey 8 December 1945  
on the Wood, Iron or Steel K. Faxi "ex Hinnfjörður Hvers". (No. of Visits 6)TONNAGE: GROSS 321 UNDER DK. 288 NET 145  
Built at Lilky By whom Gervanus & Sons Ltd. When 1917 - 7  
Owners Tasa Kleffner H/K Owners' Address Haparfjörður  
Managers Port belonging to HaparfjörðurSurveyed Afloat or in Dry Dock? Name of Dock Destined Voyage  
Cell D B or D B a feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 1452 Port RJK

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd Special Survey No. 3. Caught

Vessel placed on Slipway, bottom, rudder, stem frame, keel and stem cleaned, examined and found to be in good condition, afterwards recoated. Holds fore and after peaks, engine and boiler space and coal bunkers cleared for survey, ceiling lifted all fore and aft, all oxidation removed from all parts, and all parts of steelwork throughout all parts of vessel carefully examined and found to be in good condition, afterwards recoated. Lining on ship sides removed from fore to aft and all plating examined and found to be in good condition. Hatchways, hatches, ceiling, air and sounding pipes, plates under sounding pipes, windlass, steering gear, rods, chains, sheaves etc., pumps, w.t. door, scuppers, skylights, boats, masts, (wedges removed), rigging, anchors, chain cables (cables ranged and annealed), hawsers & warps & general equipment examined and all found to be in good condition. P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	good	good	(State if on Felt.)
Caulking of Decks good	good	Coal Bunkers, Openings, Covers, &c. good	When fitted, Month Year
Coamings good	Cement or Asphalt good	Oil Bunkers	
Beams & Fastenings good	Rudder good	Scuppers good	Boats good
Outside Plating good, drilled	Steering gear and its connections good	Cargo Hatchways good	Masts, Yards, &c. good
" " in way of sidelights good	Windlass good	Hatches good	Condition, how ascertained (State if wedges removed) yes
Frames good	Have pumps been examined and found efficient? yes	Planking	Equipment letter
Reverse Frames good	Have Sluice Valves been examined and found efficient? yes	Caulking	Anchors, No. of 3
Longitudinals good	Have Watertight Doors been examined and found efficient? yes	Treenails	Cables (State if now ranged) yes
Transverses good	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	" length 120ft mean diamr. 1 1/16"
Floors good	Air and Sounding Pipes good	Transoms, Pointers & Crutches	" Rule length 120ft size 1 1/16"
Keelsons good	Doubling Plates under Sounding Pipes good	Timbers of Frame at openings	Chain Locker good
Stringers good		" " at other places	Hawsers & Warps good
Inner Bottom Plating		Stringers, Clamps & Shelves	Standing and Running Rigging good
Have the Tanks been examined internally?		Salting	Sails
Have the Tanks been tested?		State if examined.	

General Observations, Opinion as to Class, Recommendation, &amp;c. :- This vessel is in good

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

and efficient condition, in my opinion, eligible to remain as classed, and to have the record of 100A 1. Stem. Trunks 11,46. 2nd S.S. Rpt No. 3 - 11,46 in Register Book.

Survey Fee (per Section 29)	£ 72 : 0 : 0	Fees applied for, 18/12 1946
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 94 : 10 : 0	Received by me, 18/12 1946
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute 4 JUL 1947

Character Assigned 12,46 Ryk

Note Ryk + LMC 12,46 S.S. Ryk - 12,46 (Dr) 5 12,46

CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

014695 - 014703 - 0236 1/2

Is Certificate required? If so, to be sent to



