

COPY.

Lloyd's Register of Shipping.



Port Reykjavik.

4 January 1939.

This is to Certify that

M. E. Jessen,

the undersigned Surveyor to this Society did at the request of the Owner of the S/Tr. "Hannes Ráðherra" of Reykjavik, examine the said vessel on arrival to Reykjavik, after damage done to the vessel by heavy sea in stormy weather 2 November 1938, out of the west coast of Iceland. The following damages were found and repaired:

One provisionbox on boat deck with provisions, washed away, renewed.

One lifebuoy with holder lost, new buoy and holder provided.

The planks in the boat deck stb. aft was started out of position, and 5 planks broken, the lifeboat, boatstools and etc. removed for repair and refitted, the deckplanks removed, fitted with new bolts and refitted, 5 planks renewed.

The railing on stb. side of boatdeck was badly twisted and broken, was faired and welded where broken.

One oak-plank on stb. side of boatdeck was broken, torn away and most of same lost, renewed.

Port lifeboat damaged (3 boards in side broken) was repaired.

One railstanchion stb. on top of casing broken, and irons bent, welded and irons faired.

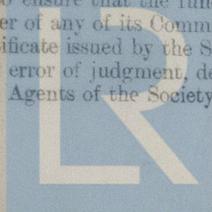
3 Glasses in Windows in Wheelhouse broken, renewed.

The wooden-guard over the line from the enginerooms-telegraph, broken in wheelhouse, renewed.

P.S.A.S.

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



S/Tr. "Hannes Rådhera" seadamage cont.

Some bolts in the steeringline channels on port side broken, renewed. The electric conduits, lamps and mountings under boatdeck, on deck, in wheelhouse and engineroom were in very bad condition, torn away or burnt through, the head and sidelights burnt through, and sternlight damaged and burnt through. The conduits, lamps were repaired or renewed, and afterwards tested and found in good condition. The dynamo on electric lighting-engine was burnt through in armatur and commutator. The dynamo was brought on yard and repaired, and afterwards tested and found in order. The ashshoots were damaged and were repaired.

The main-engine was found loose on base, and 4 of the holding-down bolts broken, and the other strained, all the holding-down-bolts were renewed, and the coupling between crank- and trustshaft loosened up in order to ascertain right position of the engine. In order to make this repair, it was necessary to remove and refit, some pipes, valves, valveboxes and etc., also it was necessary to remove and refit partly the floor in the engineroom, and clean up the engineroom below the floorplates. The H.P. cylinder-column bolts by cylinder and soleplate were loose, the bolts by soleplate were tightened up, and the bolts by the cylinder were renewed, because they were strained. The I.P. cylinder-stand bolts by cylinder were loose and strained, and were all renewed.

All other bolts in columns and stands were examined and tightened up.

The bolts in junctions between soleplate and condenser were loose, these bolts were all tightened up, and 4 broken bolts renewed.

The repairs were made under my supervision and to my satisfaction.



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