

REPORT OF SURVEY FOR REPAIRS, &c.

ate of writing Report 1/12/39 When handed in at Local Office 1/12/39 Port of HULL

No. in Survey held at HULL. Date, First Survey 16.11.39. Last Survey 21.11.1939.

g. Book. 7406 on the Wood, Iron or Steel TUG "KARL (NOW NAMED) EMPIRE HENCHMAN"

TONNAGE:- Built at SELBY By whom COCHRANE & SONS LTD When 1939.

ROSS Owners GOTHENBURG TOWAGE & SALVAGE CO LTD Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. Managers Port belonging to GOTHENBURG.

urveyed Afloat or in Dry Dock? Dry Dock Name of Dock CENTRAL D.D. Destined Voyage VESSEL FITTING OUT.

ell DBor DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

tal 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. ast Report, No. Port

riodical Surveys, when held, must be reported in detail and seriatim 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.

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 NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? UNDERWRITERS SURVEYOR.

PAIRS, OR EXAMINATION AS PER RULE, FOR COLLISION DAMAGE REPAIRS.

Damage stated to have been sustained through collision with the steam lighter 'ARROW' on 26th September 1939 while the Karli was lying alongside the wharf of Messrs Cochrane & Sons Ltd at Selby.

Damage sustained to shell plating on port side amidships. Repair now effected:—Shell plating counting from stem. Strake E N° 6 renewed, E N° 7 faired in place, F N° 5 & 6 plates and D N° 5 & 6 released for use. In engine space, side stringer angle, leg and bulkhead bracket faired in place, main frame N° 27 faired in place. The port side oil fuel wing tank tested on completion of repair.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1							
Removed and Faired or Repaired								
Faired or Repaired in place	1	1						4 shell plates released for use. Side stringer faired in place.

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or T.M. (State if on felt.)
King of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
ings	Cement or Asphalt	Oil Bunkers	Boats
ns & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
ide Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
, in way of sidelights	Windlass	Hatches	Equipment letter
nes	Have pumps been examined and found efficient?	Planking	Anchors, No. of
orse Frames	Have Stance Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
itudinals	Have Watertight Doors been examined and found efficient?	Treenails	length mean diamr. (on board)
verses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Rule length size
rs	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
sons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
gers		at other places	Standing and Running Rigging
r Bottom Plating		Stringers, Clamps & Shelves	Sails
e the Tanks been examined internally?		Salting (State if examined.)	
e the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, &c.:—

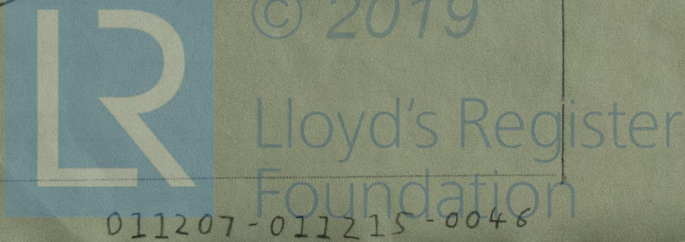
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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."

For the information of the Committee

ey Fee (per Section 20)	£	3	3	0	4
al Damage or Repair Fee (if any) (per Sec. 20)	£				
elling Expenses (if chargeable)	£				
nd Surveyor's Fee (if any)	£				

Committee's Minute TUE. 9 APR 1940

aracter Assigned See Karl J.E. 50591



¶ 13. — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight. .																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]