

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 8 May 1939 When handed in at Local Office 10 Port of BOULOGNE

No. in Survey held at Boulogne Date, First Survey 4 April Last Survey 4 May 19 39  
Reg. Book. on the Wood, Iron or Steel K. "ST DOMINIQUE" (No. of Visits 8)

TONNAGE:— Built at Goole By whom Goole S. B. & Repg. Co. Ltd When 1920 7  
GROSS 330 Owners Pêcheries de la Morinie Owners' Address 12-18 Rue Louis Fontaine  
UNDER DK. 300 Managers P. Ficheux (if not already recorded in Appendix to Register Book).  
NET 114 Port belonging to Boulogne

Surveyed Afloat or in Dry Dock? both Name of Dock floating dock Destined Voyage fishing

WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 717 Port Boulogne

(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. S. 22nd July 1938—S. 3rd August 1938

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 DOCKING— SPECIAL SURVEY N°1 (Completion) please see Rpt N°717

NOW DONE for SPECIAL SURVEY— vessel placed on the slipway. Bottom, stem, keels, stern-posts, rudder cleaned, examined then coated.

Deck, coamings, hatches in position, boiler-casing, ventilators, skylights, funnel examined and placed in efficient condition.

Steering gear, chains, blocks, rods, springs, quadrant &amp; hand pumps examined and placed in order.

Sluice-valves, all sea connections examined and placed in efficient condition.

Chain cables ranged, cleaned then coated. There is on board 7 links of chains of 30 m/m diam. in efficient condition.

Chain locker cleaned, examined then recoated.

REPAIRS NOW DONE.

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							I	
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	no	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels (State if on Felt.)	Year
Caulking of Decks	do	State if Tanks now tested	yes last year	Plating under Sounding Pipes	yes	When put on, Month	Year
Coamings	do	Bulkheads	good	Engine Room Skylights	good	Boats	good
Beams & Fastenings	do	Ceiling	do	Coal Bunkers, Open'gs, Lids, &c.	do	Masts, Yards, &c.	do
Outside Plating	do	Cement or Asphalt (State which.)	Cement good	Oil Bunkers	do	Condition, how ascertained	See 1st Rpt
" " in way of sidelights	do	Rudder	good	Scuppers	good	(State if wedges removed)	do
Breasthooks	good	Steering gear and its connections	do	Cargo Hatchways	do	Sails	do
Transoms	do	Windlass	see Rept.	Hatches	good	Equipment letter	do
Frames	do	Have pumps now been examined and found efficient?	yes	Planking of Wood Vessels	do	Anchors, No. of	2B. 1 K.
Reverse Frames	do	Have Sluice Valves now been examined and found efficient?	yes	Caulking	do	Chain Locker	good
Longitudinals	good	Have Watertight Doors now been examined and found efficient?	do	Treenails	do	Cables (State if now ranged)	yes
Transverses	do	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	do	" length (on board)	190 m mean diam 30 m/m
Floors	do			Transoms, Pointers, & Crutches	do	" Rule length	120 size 1 1/2
Keelsons	do			Timbers of Frame at openings	do	Hawser & Warps	sufficient
Stringers	do			Ditto Ditto at other places	do	Standing and Running Rigging	good
Inner Bottom Plating	do			Stringers, Clamps & Shells	do		
				Salting	do		
				(State if examined.)			

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24.

This vessel being in efficient condition is eligible in my opinion to remain as classed and receive a fresh notation of Survey and. SS.Bou.N°1-6.38 in the Register Book.

Survey Fee (per section 20) francs £ 650:

Fees applied for,

Special Damage or Repair Fee (if any) £

Received by me,

Travelling Expenses (if chargeable) £

19

Second Surveyor's Fee (if any) £

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE 13 JUN 1939

100A1 Without

S.D. No. 1-38

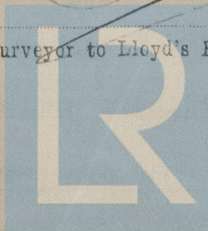
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Lloyd's Register Foundation

008375-008385-0106



On port side deck plating over the exhaust tank in engine room renewed on 1 M X 1 M 60  
Wood sheting renewed in the same.

HULL. - Generally scraped on the slipway, examined then coated.

On port side round bar renewed on 5 M long abreast fish hold.

BOILER-BEARES. - Centre part of the forward bearer found corroded. Renewed the plating  
÷ at centre on I M 50 long and I6 m/m thick.

Cementing refitted in good order.

BUNKERS.-Port wing bunker bulhead found in unsatisfactory condition. All plating and stiffeners entirely renewed on all length from the bottom to the deck.

RIGGINS.- Fore and after masts standing-riggins entirely renewed.

REPAIRS FOR DAMAGES.- On account of heavy weather in the harbour: the following damages have been sustained, against the quay, by this vessel and repaired:

Port side: D Strake plate N°2 renewed 4 M X I M 30 X II m/m

E Strake plate N°2 renewed 4 M X I M IO X IO m/m

1 lower-deck-beam renewed 110 X 80 m/m and 2 plate-beam-knees

I main frame renewed on 3 M long X 110 X 80 m/m

Hawse pipe found defective at joint on the shell: removed, joint refitted and reriveted

WINDLASS.-

with regard to the Owners intention not to renew the steam windlass, found to

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

*If Stockless, state Mechanical Tests*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.
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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 ...																
	2nd „																
	3rd „																
	Collective Weight.																
	Stream .....																
	Kedge.....																

\* If Patent state name of Patentee.  
 If Stockless, state Mechanical Test.

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

[illegible]

be practically beyond repairs, and their proposal to carry out the necessary operations with the anchors by means of the steam trawl winch, the following arrangements have been adopted;

One hawse pipe is fitted on Sb. side and a mooring pipe on P. side.

The first bower anchor is permanently attached to the chain cable which is helded with a stopper and can be hauled in by fleetting with the trawl winch.

The second bower anchor has 15 fathoms of cable attached to it and used with the trawl wire for ordinary anchorage. This arrangement merits in my opinion favourable

consideration of the COMMITTEE.