

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 January 1899 When handed in at Local Office

No. in Reg. Book. Survey held at Dunkirk

Port of Dunkirk

Date, First Survey 26<sup>th</sup> December Last Survey 27<sup>th</sup> December 1898

34 on the Wood, Iron & Steel S.S. La Mouette (steam trawler) Master

TONNAGE:-

GROSS 166

UNDER DECK 120

NET 26

Built at Beverley

By whom Cochrane & Cooper

When 1897 - 2

Owners Cesar De Groot

Port belonging to Ostend

Owners' Address Ostend (Belgium)

Surveyed Afloat or in Dry Dock? In dry dock Name of Dock Dry Dock No. 3 Destined Voyage Ostend

WB=Cell DBorDBa feet; uE&B feet; 1 feet; total capacity tons. FPT tons; APT tons; MT feet - tons.

N.B. All alterations in the existing records should be underlined. If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thickness of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER	Year	Month	Day	Year	Month	Day
For Special Survey						
Date of last survey and of Periodical Surveys						
Machinery and Boiler Survey						
(Including date of N.B. if any)						

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Contemplated classification in Lloyd's Register Book.

The steam trawler "La Mouette" of Dunkirk being sold by the Societe Anonyme pour la Pêche à Vapeur to Messrs Cesar De Groot at Ostend (Belgium), the new owners are desirous to have this vessel classed in the Lloyd's Register Book. Therefore, on the 26<sup>th</sup> December 1898, I was asked to examine the hull while the ship was in No. 3 dry dock at Dunkirk.

The steamer "La Mouette" was built at Beverley by Cochrane & Cooper in the year 1897 under the Bureau Veritas special survey, but on Lloyd's Register Rules, and has the Veritas Certificate marked thus: 3/3, P. 1.1. first division (February 27<sup>th</sup>, 1897) as date of build & date of survey.

SUMMARY OF DAMAGE REPAIRS:-	Plates	Frames	R. Frames	Floors	Beams	Str. Plates	DK. Plates	Other Items:-
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

  

PRESENT CONDITION OF THE	Stringers	Engine Room Skylights	Boats
Decks	not seen	good	good
Caulking of Decks		Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Waterways		Scuppers	Condition, how ascertained by inspection
Coamings		Cargo Hatchways	(State if wedges removed)
Beams & Fastenings	not seen	Hatches	Sails
Outside Plating	good	Planking of Wood Vessels	Equipment letter
Caulking of ditto		Treenails	Anchors, No. of
Rivets		Breasthooks & Stemson	Cables (State if now ranged)
Breasthooks & Crutches	not seen	Transoms, Pointers, & Crutches	length 122 fathoms size 1 1/2
Transoms		Timbers of Frame at openings	(on board)
Frames		Ditto ditto at other places	Rule length
Reverse Frames		Stringers, Clamps & Shells	(per Table 20)
Floors		Saltg	Hawsers & Warps
Ketlesons		Copper, or T.M.	Standing & Running Rigging
		(State if on Fett.)	
		When put on, Month	
		Year	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, or 3," or "to remain as classed and to have record of survey, 1, 2, or 3, and the notations of 1, 2, or 3, and P.T.N.D.S., &c."

So far as examined by me at Dunkirk, this vessel, which was built in accordance with the Society's Rules, is in good and efficient condition and worthy, in my opinion, of the favourable consideration of the Committee to be entitled to the first class in the Register Book.

Moey Fee (if chargeable) per Rule II, Sec. 27	£ 10	Yes applied for,
Survey Fee (per Section 28)	£ 2	18
Special Damage or Repair Fee (if any)	£	Received by me,
Travelling Expenses (if chargeable)	£	18
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned

FRI. 29 SEP 1899

See pt. 1st Entry Report.





The dimensions are 105'0 x 21'0 x 11'2 hold. All shell plates are of steel and all angles of iron. The tomrags are 166 - 220 - 26. Rigged Ketch. One deck of wood. Three water tight bulkheads.

Herewith is a tracing of the midship section with sizes of plates and angles.

In dry dock I found the hull in perfect good state, all rivetting and plating same as new. Ship was scraped outside and then painted with two coats.

I also examined the anchors and chains and found same in good order and corresponding by their sizes and marks with the Lloyd's certificate which are on board, viz: - Lloyd's Proving House - Rotherham - 27<sup>th</sup> January 1897:

1 stockless anchor	no. of certificate	38752	- weight	wt. gr. lb.	6. 0. 16	4. 1. 0
1 ditto	do	38753			3. 0. 27	2. 2. 0
1 ditto	do	38754			5. 1. 22	4. 0. 0
126 fathoms $\frac{13}{16}$ inch stud link galvanised iron chain	no. of certificate	28188				

The inside of the vessel was not seen by me, but the rigging, masts and sails were found in good order.

The rudder is also in very good order, the pintles and gudgeons are well fitted together.

The steam bawler 'La Mouette' having left Dunkirk for Ostend her new port of registry, the survey will be completed by the Antwerp Surveyors who will supply all further information necessary to complete this Report.

The vessel is now named 'Hilene'.

*J. Ward*

S.B.—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 cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.