

22 DEC 1949

No. 23988

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

Date of writing Report 17. 12. 19. 49. When handed in at Local Office 20 DEC 1949

Port of GRIMSBY.

No. in  
Reg. Book.

Survey held at GRIMSBY.

Date, First Survey 26. 9. 49.

Last Survey 14. 12. 19. 49.

(No. of Visits 12.)

11782

on the ~~Wood Iron on Steel~~ Steam Trawler "HARGOOD"

TONNAGE:—

Built at Beverley

By whom Cook, Welton &amp; Gemmell, Ltd. When 1942

YEAR.  
MONTH.

GROSS 524

Owners Grimsby Motor Trawlers, Ltd.

Owners' Address —

UNDER DEK 441

Managers Grimsby Industries (Trawler  
Managers) Ltd.,

(If not already recorded in Appendix to Register Book).

Port belonging to Grimsby.

NET 195

Surveyed Afloat or in Dry Dock? Both. Name of Dock Slipway &amp; Fish Dock. Destined Voyage Fishing.

Cell DBor DBa feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements)

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. 23580 Port Gms

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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 PERIODICAL SPECIAL SURVEY AND ALTERATIONS.

NOW DONE: Vessel placed on slipway. Shell plating, sternframe and rudder (lifted) cleaned, examined, found in good order and recoated. Last seen on slipway 8th November, 1949.

Examined: All holds, decks, engine and boiler spaces, under engines and boilers, slush wells, fore and aft peak spaces, cod liver oil (wing) tanks, accommodation spaces, chain locker, anchors and cables (ranged), masts, and rigging (see report attached), hatchways, covers, supports, tarpaulins, cleats, ventilators, coamings, air pipes, steering gear, windlass, pumps and general equipment. Shell plating specially examined in way of openings. Spaces cleared, cleaned and rust removed. Ceiling lining and cement removed as required by the Rules and steelwork afterwards recoated where necessary.

(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 Fairled or Repaired								
Fairled or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt.)	—
Coamings	"	Cement or KASPOX	"	Oil Bunkers	Good.	When fitted, Month	— Year —
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good.
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " In way of sidelights	—	Windlass	"	Hatches	"	Condition, how ascertained Examination.	not fitted.
Frames	Good.	Have pumps been examined and found efficient?	Yes.	Planking	—	Equipment letter	"u"
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Anchors. No. of	2B, 1K.
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Cables (State if now ranged)	Yes.
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	—	" length 165 fm mean diamr 1 3/16"	(on board.)
Floors	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	—	" Rule length 150 fm. size 1.3/16"	✓
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	—	Chain Locker	Good.
Stringers	"			" " at other places	—	Hawsers & Warps	"
Inner Bottom Plating	—			Stringers, Clamps & Shelves	—	Standing and Running Rigging	"
Have the Tanks been examined internally	Yes.			Salting	—	Sails	—
Have the Tanks been tested?	Yes.						

## 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 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."

This vessel is eligible, in my opinion, to remain as classed and to have the notation s.s.Gms.-12,49 together with fresh record of Docking Survey 11,49, also the insertion "Fitted for Oil Fuel 12,49 F.P. above 150° F."

Survey Fee (per Section 29) £ 17: - : -

Fees applied for,

Special Damage or Repair Fee (if any) £ - : - : -

20 DEC 1949

(per Sec. 29) Alterations 21

Received by me,

Travelling Expenses (if chargeable) £ - : - : -

19

Second Surveyor's Fee (if any) £ - : - : -

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 1 FEB 1950

Character Assigned

11,49 Gms

SS Gms - 12,49 + LMC 12,49  
CERTIFICATE WRITTEN Fitted for oil fuel 12,49 FP above 150° F.

004135-004144-0100

Lloyd's Register  
Foundation



Tested: Cod Liver Oil (Wing) Tanks tested and found tight and satisfactory.

ALTERATIONS: Coal bunkers converted for the carrying of oil fuel. Screen bulkheads of Wing Bunkers and Stokehold removed. All steelwork thoroughly cleaned and rust removed. Forward bulkhead erected 6" aft of frame number 55, forming 24" cofferdam with existing fish hold bulkhead. Aft bulkhead erected 6" forward of frame number 40. Forward boiler stool and floor number 39 made oil tight and suction fitted as required. Suction also fitted to forward cofferdam. Division bulkhead erected port and starboard 4'6" from centreline and athwartship bulkhead erected at frame number 48. Bulkheads fitted with stiffeners, girders, tripping brackets etc. as required and all scantlings in accordance with the approved drawings. Coal scuttle apertures in raised quarter deck over efficiently closed by welded plates. Filling, air and sounding pipes fitted as required and tanks tested in accordance with the Rules and found tight and satisfactory. The requirements of Section 18 of the Trawler Rules have been complied with where applicable. Deck planking in way of alterations removed and afterwards re-instated as before and composition fitted in way of trawl winch.

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.			
	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.

## CHAIN CABLES.

[illegible]