

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17. 12. 1949. When handed in at Local Office 20 DEC 1949. Port of GRIMSBY.
No. in Reg. Book 11782 Survey held at GRIMSBY. Date, First Survey 26. 9. 49. Last Survey 14. 12. 1949.
on the ~~Wood Iron or Steel~~ Steam Trawler "HARGOOD" (No. of Visits 12.)

TONNAGE: GROSS 524, UNDER DECK 441, NET 195. Built at Beverley By whom Cook, Welton & Gemmell, Ltd. When 1942. Owners Grimsby Motor Trawlers, Ltd. Owners' Address - Managers Grimsby Industries (Trawler Managers) Ltd., Port belonging to Grimsby.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Slipway & Fish Dock. Destined Voyage Fishing. Cell DBor DBa 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. 23580 Port Gms

CHARACTER		Machinery and Boiler Surveys (Including date of S.B., if any).	
* For Special Survey, Date of last Survey and of Periodical Surveys.			
#100A1		#IMC	12,46.
Stm. Trawler		BS	9,48.
3,49		TS (CL)	1,49.
s.s. Bkn. -12,46.			

(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.

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. 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.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

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."
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, 20 DEC 1949
Special Damage or Repair Fee (if any) (per Sec. 29) Alterations £ 21 : - : - Received by me, 19
Travelling Expenses (if chargeable) £ - : - : -
Second Surveyor's Fee (if any) £ : : : -

Surveyor to Lloyd's Register of Shipping. Mac 2020

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

110 JAN 1950
19 JAN 1950

Vertical stamp: Certificate required? If so, to be sent to

