

STEEL STEAMER or MOTORSHIP.

12 FEB 1937

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel. Yes

State if Report is sent on the Machinery of the Vessel. Yes

Date of completion of report

9th February 1937

Port of

BARRON.

No.

2645

Survey held at

Barrow.

Date First Survey

16th July, 1936

Last Survey

6th February, 1937

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel Single Screw Motorship

"SHOAL FISHER"

(Machinery. Aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

Forecastle and Raised Quarter Deck

TONNAGE under Tonnage Deck

508.45

CLASS 100A1

State if with freeboard as condition of Class

No

Built at Barrow

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 180.0

Launched 16th January 1934 Yard No. 426

Total

508.45

Breadth (greatest moulded)

B 30.08

Builders Vickers Armstrongs Ltd.

Gross Tonnage

697.54

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 13.67

Owners J. Fisher & Sons Ltd.

Register Tonnage

452.61

1st Longitudinal Number (L x D) = 2459

Managers (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 7875

Residence Barrow

REGISTERED DIMENSIONS. FEET.

Length

185.00

Breadth

30.30

Depth

11.35

Framing Depth "d," at middle of length. See Sec. 3 (1d)

UDK 10.92

Proportions—Depth to Length—Uppermost continuous deck to top of keel

R&DK 14.50

Do. Long Bridge to top of keel

10.4

Draught Moulded

13.5

Port of Registry Barrow

If surveyed while building, afloat, or in dry dock

While building and afloat

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	22		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	22		" " Reversed Frame		
" " in peaks	22		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 x 36/30	
Frame Amidships, Angle, E or [NBS]	(at UDK 5 3 34 Rule 5 x 3 = 26.5)		" " top Angles double	3 3 34	
" " Extends up to	Upper & R & Decks.		" " bottom Angles	3 3 39	
Reversed Frame Amidships, Angle	Reverse frames 8 spaces apart in way of R & deck as per approved plans.		Side Girders, No. each side and thickness	None	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	24 x 36	Rule 31
Depth of Framing Girder	5		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	3 3 28	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	5-3/4" Rivals	
" " Second 'tween Decks, Angle, [or [			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	None	
" " Third " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	33 x 32	
Framing in Peaks, Angle	(Fore Peak 6 3 34 Rule 5 1/2 x 3 = 34.5)		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" @ 5 1/4"		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes.		Breadth and thickness of Middle Line Strake	44 x 36	Rule 33
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Lower Deck and one broad Stringer with panting beams as per approved plan.		Thickness of remainder in Holds	36	" 29
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Frames forward of $\frac{1}{2}$ L in double Bottom. 5 x 5 x 35; Back angles 3 x 3 x 28 1/2 frames in Peak one full depth and one half depth girder each side forward of $\frac{1}{2}$ L Bottom plating increased as per Rule.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or [NBS]	6 3 30	Rule 5 1/2 x 3 = 34.5
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [			Spacing	22	
" " Through Plate or Intercoastal Plate			Raised Quarter.		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or [NBS]	5 3 34	
" " Flat Plate Keel Angles			Spacing	22	
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or [
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or [
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	28 Every frame		Poop Deck, Angle, [or [
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	None		Bridge Deck, Angle, [or [
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, E or [NBS]	6 3 30	5 1/2 x 3 = 32.5
			Spacing		

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....		
" Forecastle in'tween Decks, Size and Spacing.....	2 $\frac{3}{4}$ x 3 $\frac{1}{4}$ Hollow square 7 $\frac{1}{4}$ 44" apart- Solid	
" " " " "		
" in Holds " "	No pillars in Hold.	
" " " " "		
Centre Line Bulkhead.		
Stiffeners and Spacing.....	/	
Plating, thickness of	/	
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	60 x 41 /	
" " " , in way of Bridge	/	
" Angle in Wells	3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 40 /	
Thickness of Plating abreast Deck openings) in way of Wells	Stringer only /	
Thickness of Plating abreast Deck openings) in way of Bridge	/	
Thickness of Plating within line of openings...	41 / 30 /	
If Sheathed, material and thickness	/	
Raised Quarter.		
Second Deck.		
Stringer Plate, breadth and thickness in Wells...	44 x 38 /	
Stringer Plate, breadth and thickness in way) of Bridge	/ ✓	
Thickness of Plating abreast Deck openings) in way of Wells	38 / 34 ✓	
Thickness of Plating abreast Deck openings) in way of Bridge	/ ✓	
Thickness of Plating within line of openings...	38 / 32 .	
If Sheathed, material and thickness	Sheathed 2 $\frac{1}{2}$ Oregon pine over Accommodation aft ✓	
Third Deck.		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness.....		
Fourth Deck.		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness		
Poop Deck.		
Stringer Plate, breadth and thickness		
Plating, Sheathing, material and thickness ...		
Bridge Deck.		
Stringer Plate, breadth and thickness.....		
Plating, Sheathing, material and thickness ..		
Forecastle Deck.		
Stringer Plate, breadth and thickness.....	.32 /	
Plating, Sheathing, material and thickness ..	.32 . /	
	Sheathed under Windlass only.	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	40	50	46	46	Rule 46/.42.	Double	3/4	6 pairs per fr. space ex frame.	Three	3/4	25/8	Overlaps.
„ DBLG. (if any)	✓											
BOTTOM PLATING, No. of Strakes 2:4:2:.....	65	38	42	37.	Rule 37/.32	do	do	do	Two	3/4	25/8	do
BILGE PLATING, No. of Strakes 2:.....1:.....	86	42	38	37.	" 36/.32.	do	do	do	do	do	do	do
SIDE PLATING, No. of Strakes												
UPPER DECK, Sheer- strake in Wells.....	82.	48	36		Rule 42 x 48/.32	do	do	do	Three	do	do	do
UPPER DECK, Sheer- strake in Bridge ...	81	41	36		Rule 41/.32.	do	do	do	Three.	3/4	25/8	do
STRAKE BELOW Sheer- strake in Wells. D.	84	42	33		Rule 41/.32.	do	do	do	Two	do	do	do
STRAKE BELOW Sheer- strake in Bridge D.	84	42	33		Rule 36/.32.	do	do	do	do	do	do	do
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING			26.			Single	3/4	3"	Double 9 Single	3/4 5/8	25/8 2 1/4	overlaps.

WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel— *Four*

Extending to Upper Deck (Sec. 3 c) *Three*

„ Deck next below *One*

As per Rule *Three.*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	<i>Mild Steel. Plates</i>	<i>54/38</i>	✓	
STERN FRAME {	Propeller Post	<i>Cast Steel.</i>	<i>as per F.H. plan.</i>	<i>Lloyd.</i>
	Rudder	<i>None.</i>	<i>appd.</i>	✓
RUDDER—A × D	<i>Balanced Type.</i>	<i>Total A = 52 sq ft.</i>	✓	
Speed of Vessel	<i>9½ Knots</i>		✓	
RUDDER mainpiece at head ...	<i>Forged Steel</i>	<i>53/4</i>	<i>Dennyston Forge.</i>	
" " heel ...	<i>Stock</i>	<i>4¼</i>		
" " how constructed ...	<i>Built Electrically Welded.</i>	<i>53¼/4½</i>	✓	
" double or single plate	<i>double</i>	<i>32/28</i>		<i>Appd. 28</i>
" coupling, vertical or horizontal	<i>Horizontal.</i>			

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
aft end Hold.							
MIDSHIP BULKH'D,	Upper tween decks above DF Bunker	.26	L 4 x 3 x .34 welded	26/31	✓	✓	
"	Second "						
"	Third "						
"	Holds .....	.32/30	L 6 x 3 x .40 (Rule 4 1/2 x 3 x .40)	24/25 1/2	✓	✓	See plan
COLLISION	(in Hold) .....	.42/30	7 x 3 x .34 L NBS	24	✓		See plan
AFTER PEAK	"	.40/30	6 x 3 x .36 L NBS	24	✓		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL.

Guest Keen. Baldwin, Dorman. & Long. Appleby. Frodingham. Steel. Co.

Has the Steel been tested as required by the Rules? *Yes*

Lloyd's Register
Foundation

EQUIPMENT No 8558										LETTER J	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
95538	1st Bower ...	16	3	14	Stackless			18	2	3	7	16-3-0	Hingley's Challenge Type. (CS Head)	not Stated	Neitherdon 30/9/36 J.A. Reif
95540	2nd „ ...	16	3	0	do			18	0	2	14	16-3-0	do	do	do
95539	3rd „ ...	14	2	21	do			16	5	2	14	14-2-0	do	do	do
	Collective weight.	48	1	4								48-0-0			
95541	Stream	4	3	0	1	1	9	7	2	2	0	11-3-0	Ordinary, forged.	do	do

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statur.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
53320	105	1 1/4	28 1/2	42 1/2	85	2-0	168		210	1 1/4	Stud link	not stated	Cradley Heath 9/9/36 W.V. Norman.	TOWLINE...	75	2 3/4	15.2	75	2 3/4
53321	105	1 1/4	28 1/2	42 1/2	84	0-21					do	"				HAWSERS & WARPS	90	6"	Hemp
															90	4"	"	90	4"
		Cir.								Cir.									
Iron Stream } Steel Wire }	60	3"		18.6					60	3"	R Hood Haggie	Makers Certificate dated 1/10/36.							
										FSW									

Steering Gear, ~~Steam~~ Donkins Combined Hand and Electric Steering Gear, Hand Donkins Combined Hand & Electric
Boats 2-14 feet life boats Steering Chains, Size and Test 3/4 (Rule 16) Tested Cradley Heath 13/11/36
1-13" diam. Rods 1 1/8 (Rule 34) 13/11/36
Ceiling in Holds, thickness and material 2 1/2 W. Pine. Cargo Battens, thickness, material and spacing 6" x 2 W.P. 6" x 4" apart
Cargo Hatchways. (Upper Deck) Steel Coatings Thickness of Hatches 2 1/2" W.P. Iron Shod.
Size of No. 1 Hatchway (Forward) 29'4" x 20'0" No. 2 53'2" x 21'8" No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters No. 1 = 5 No. 2 = 9. For VICKERS-ARMSTRONGS LIMITED.
J. M. Dunlin
SHIPBUILDING MANAGER,
BARROW WORKS.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes motorship (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
This vessel has been built in accordance with the approved plans, Secretary's letters and the Society's Rules. The workmanship is good and to my satisfaction
The fore and after peak tanks, all double bottom tanks, oil bunker and settling tanks watertight bulkheads, weather decks and waterways, windlass, steering gear and hand pump have been tested in accordance with the Rule requirements and found satisfactory
The vessel is a motorship and diesel oil, F.P. above 150°F, is carried in the following compartments approved for that purpose:- Oil bunker at fore end of machinery space with settling tanks above, and in double bottom under Engines
The Rudder is of the balanced, double plate built type electrically welded and the notation "Rudder electrically welded" should be made in the Register Book.
The plumbboards as assigned have been cut in on the vessel's sides and verified

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 10/2 1937
Special Survey Fee.... £ 69 : 16 : 0 Received by me, 13-2 1937
Travelling Expenses, if any £ State whether the Vessel has been built under Special Survey Yes.
I am of opinion the Vessel should be Classed 100 A1.
Signature Hodgson
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Barrow } Date of issue 20/2/37
Glasgow }
Committee's Minute TUE 16 FEB 1937
Character assigned + 100 A1

Rudder elec. welded + LMC 237 only
Lloyd's arch. OG.
Note Bt
u Bt
u Bt
Bt

W 81-0083 (2/2)

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The Approved plans returned with this Report as under.

Midship Section

Framing Profile

Deck Plans & strengthening at Break

Stern Frame.

Rudder

Fore End Strengthening etc

Double Bottom & Motor Seating in Machinery Space

6th Bunker, Aft Peak Bulkhead and Cruiser Stern

Scheme of Raveling

Hatch Plan

Quadrant

Steering Gear

Masts

Midship Section as built

Stern frame " "

Rudder " "

Forging & Casting Certificates

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "

Wt (including pins & blocks) 11-1-15; R.L. 4106. 30/1/36.
" " " " 11-1-24 T.M.C. 4574 16/11/33
" " " " 9-1-1 R.L. 4081 24/1/36.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 119.4 ft., Bridge ☒ ft., Forecastle 23.8 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 DK (Set)
Mchy Aft, Cruiser Stern. Rudder. Electrically Welded. Breadth over Belting (Arc 1611) = 31-3"
Official No. 163920 : Signal Letters GZKY Is bottom of Vessel coated with cement Yes. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		83
Double bottom, under Engines and Boilers,			After peak tank,		54
Double bottom, if under Engines only,	34.8'	34	Deep tank, aft, oil fuel Bunker.	5.5'	35
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, (Mchy Aft)	108.2'	183.	Other tanks, if fitted,		
	Total capacity of double bottom	214	(If necessary, furnish further information by sketch.)		
		* The wells are not to be included in the lengths of the tanks.			
		143.			

Order for Special Survey No.

Date

Dates of Surveys held while building



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Lloyd's Register Foundation

Total No. of Visits