

s.s. "STANCREST" (ex "SHELDRAKE" ex "GLANMOR") No. 90244 in Supplement to 1936/7 Register Book.

This vessel was built by Messrs. Colby Bros., Lowestoft, in 1920 and classed *100A1.

The Owners were Glanmore Shipping Co.Ld.

Moulded dimensions - 157'6" x 24'11" x 13'3"

Poop	47'8" x 7'0"	} = 50% covered.
Bridge	9'10" x 7'2 ¹ / ₂ "	
F'cle	20'4" x 7'2 ¹ / ₂ "	

The sheers were 48" forward and 15" aft.

The Convention standard sheers are 51.48" forward and 25.74" aft.

The vessel later became the property of the General Steam Navigation Co. and was transferred to the Stanhope S.S. Co.Ld. (J.A.Billmeir & Co., Mgrs) in February 1937.

The S.S.No.3 was carried out in 11,32 and therefore the S.S. 2nd No.1 became due in 11,36.

A general examination was made afloat by the London Surveyors on 12th January, 1937, and in view of this examination the Committee agreed to the Special Survey being postponed, provided it be completed before the expiration of the year of grace.

A survey for "Condition for Sale" was held on a slipway by the London Surveyors on 25th and 26th February 1937.

Some scrubbed rivets in the shell in "C" strake on port and starboard sides were renewed, and the overlaps caulked, and some minor repairs were also effected.

The decks, shell, rudder, hatchways and ventilators were reported to be efficient, and the Surveyor recommended that the class be retained, subject to the 2nd S.S.No.1 being held within the year of grace. The propeller and underwater fastenings were examined, and all sea valves with the exception

of ship's side blow-down cock, were opened up and examined and reported in satisfactory condition.

Convention freeboard certificates were issued on 25th November 1932, and these were made valid until 25th November 1937.

Annual Freeboard Surveys were held on 13th November 1933, 29th November 1934, 25th November 1935, and 1st December 1936.

On 26th February 1937 new certificates were issued on the vessel being transferred to new ownership, and being renamed "STANCREST". The new certificates were made valid until 25th November 1937, the same date as the previous certificates.

The pre-Convention summer and winter freeboards were retained in this case, but the other Convention lines were marked.

The vessel sailed on 27th February from Northfleet with a cargo of cement for Bridgewater. She is reported to have passed Lloyd's Signalling Station, St. Catherine's Point, on 28th February and has not since been heard of.

Copies of reports regarding classification and freeboard have already been supplied to the Board of Trade.

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21.7.37



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