Halmatic

Hunting

FISHING VESSELS

Hulls and Completed Craft

HALMATIC (SCOTLAND) LIMITED - ORKNEY

Halmatic was one of the first companies to realise the potential of glass fibre for marine use.

Production commenced in 1954 and from the beginning the company specialised in large sea-going vessels professionally designed for their operational function. Some three hundred units are now produced annually, both hulls and complete G.R.P. part assemblies, the largest being 85' overall.

G.R.P. is an ideal construction material for fishing boats. In recent years heavy demand for inshore fishing boats has coincided with decreasing availability (and high cost) of traditional materials and skills. Halmatic, therefore, decided to create a special facility for the production of fishing vessels; 'Halmatic Scotland', sited at Kirkwall in the Orkney Islands.

This new branch of an ancient industry is now well established in these islands. In accord with company practice, specialist designs are commissioned for every product, after full consultation with the relevant authorities to ensure approval.

Halmatic products are exported world wide and their reputation for excellence, both in product and performance, has ensured a steady demand for our commercial fishing vessels.

Configurations

Fishing vessels

LOBSTER & CREEL
STERN & SIDE TRAWLING
SEINE NETTING
LINE FISHING
CLAM DREDGING
SHRIMP TRAWLING

Work vessels

PATROL
HARBOUR
SURVEY
FISHERY RESEARCH
BUOY & LIGHTSHIP

HALMATIC are Builders of some of the world's largest all glassfibre marine structures

Layouts and Arrangements shown on the hulls are proposals only.

- Bulkheads, tankage, engine bearers, shelves can be altered within limits to suit most layouts.
- All hulls can be built to Authority requirements at slight extra cost.
- Lloyd's Hull Moulding Certificates and Builder's Certificates are supplied free with every hull.
- Strengthening or additional items can be fitted to standard hulls.
- Some of the hulls are available complete with decks and superstructures. Estimates can be supplied for special superstructures.
- Halmatic will undertake the development and estimating of any project in glass fibre. Design facilities are also available.
- Advice and plans for fit-out can also be arranged.

HALMATIC have twenty years' experience in building all sizes of commercial craft in glassfibre

FACTS

HALMATIC Glass Fibre Hulls

- Are not affected by sea water. Cannot rot, warp or split like wooden hulls.
- Are homogeneous and therefore will not open at seams.
- Are not metallic and cannot rust or corrode, nor are they subject to galvanic action like aluminium, nor will they set off magnetic mines.
- Are immune to attacks by marine borers.
- Do not require painting. The colour is impregnated into the resin at time of manufacture. The colour can, however, be changed or freshened if desired by sanding down and painting with suitable paint.
- Do not absorb water.
- Can be fitted out by any boat-builder. Wooden bulkheads or shelves can be bonded easily to the hull.
- Can be made fire resistant if required.
- Are resilient and do not dent under impact.
- Can be repaired quickly and easily. Emergency repairs can be effected in a few hours and a full scale repair can be carried out in a day.
- Are naturally insulated and therefore do not sweat internally like metal hulls.

Technical approvals :

Lloyds, White Fish, D T I & B I M (England) - Bureau Veritas (France) - A R I N A (Italy)

Halmatic (SCOTLAND) LIMITED HATSTON,
KIRKWALL, ORKNEY, SCOTLAND. Telephone: KIRKWALL 2390

Hunting
The Hunting Group
Founded 1874

DATA SHEET T/50-54/6/74/S



Hunting

Halmatic

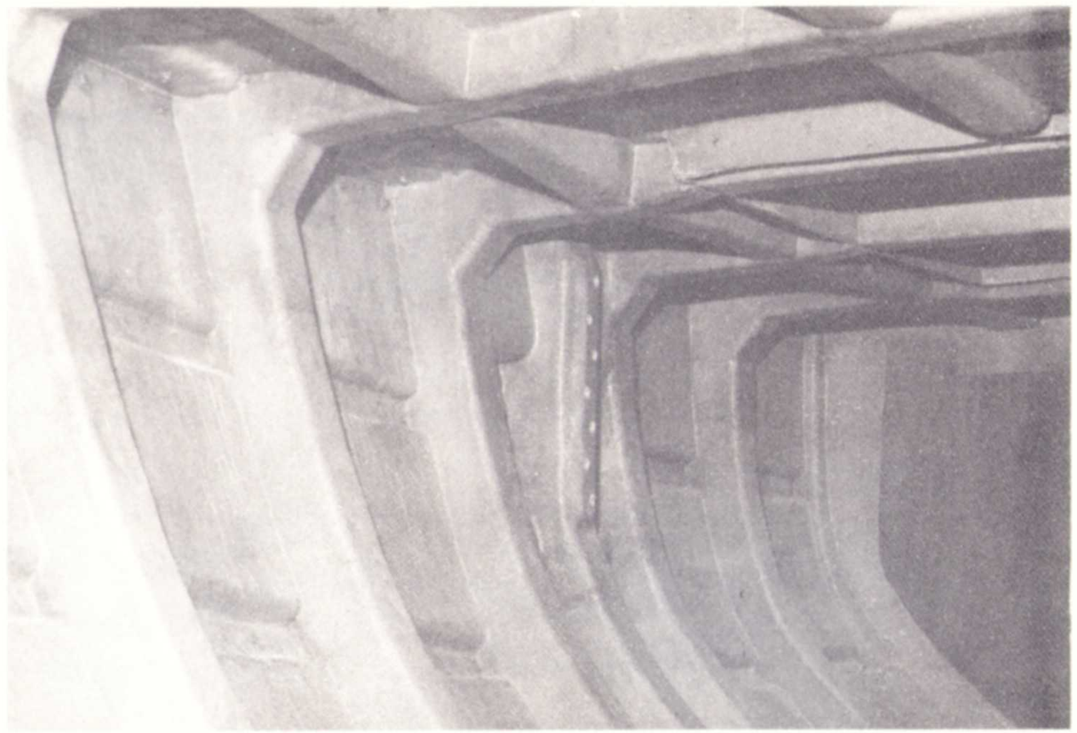
50ft/54ft FISHING VESSEL

IN GLASS REINFORCED POLYESTER

HALMATIC (SCOTLAND) LTD.
HATSON, KIRKWALL, ORKNEY,
SCOTLAND
TELEPHONE KIRKWALL 2390

A ruggedly constructed vessel designed and built to the highest standards to withstand the severest conditions encountered in commercial fishing operations.

Versatility of design and performance make this vessel suitable for a wide range of fishing duties and other heavy duty work boat applications.



Halmatic glass fibre hulls do not rot, warp or split.

They have no seams to open or leak.

They are non metallic and cannot rust or corrode.

They are immune to attack by marine borers.

50ft Seine Netter/Trawler ►

Halmatic hulls do not absorb water.

Colour is impregnated during manufacture and no painting is needed.

Glass fibre is an excellent natural insulator.

The structure of our 50ft/54ft fishing vessel was evolved after exhaustive collaboration with U.K. statutory bodies and full scale testing for optimum design structural values.

◄ View of our 54ft Hull Framing Details

Our Scottish factory is annually approved by Lloyds Register of Shipping.

Each vessel is built to Lloyds' Fishing Vessel Scantlings and supplied with a moulding certificate.

The vessel is approved by the U.K. White Fish Authority.



Printed by H.H. Ltd., Inverness

Halmatic 50ft/54ft Fishing Vessel—specification

HULL

Moulded to comply with Lloyds fishing vessel scantlings in G.R.P. construction. The shell incorporates three moulded rubbing strakes and is braced by two longitudinals and transverse frames at 30" (0.76m) centres. The longitudinals are contoured and fitted with steel inserts to accept the selected main engine mounting and are braced with intercostals at the frame stations. A steel keel protection channel is fitted.

Four bulkheads of 1" (25mm) plywood to B.S.1088 are bonded to the transverse frames.

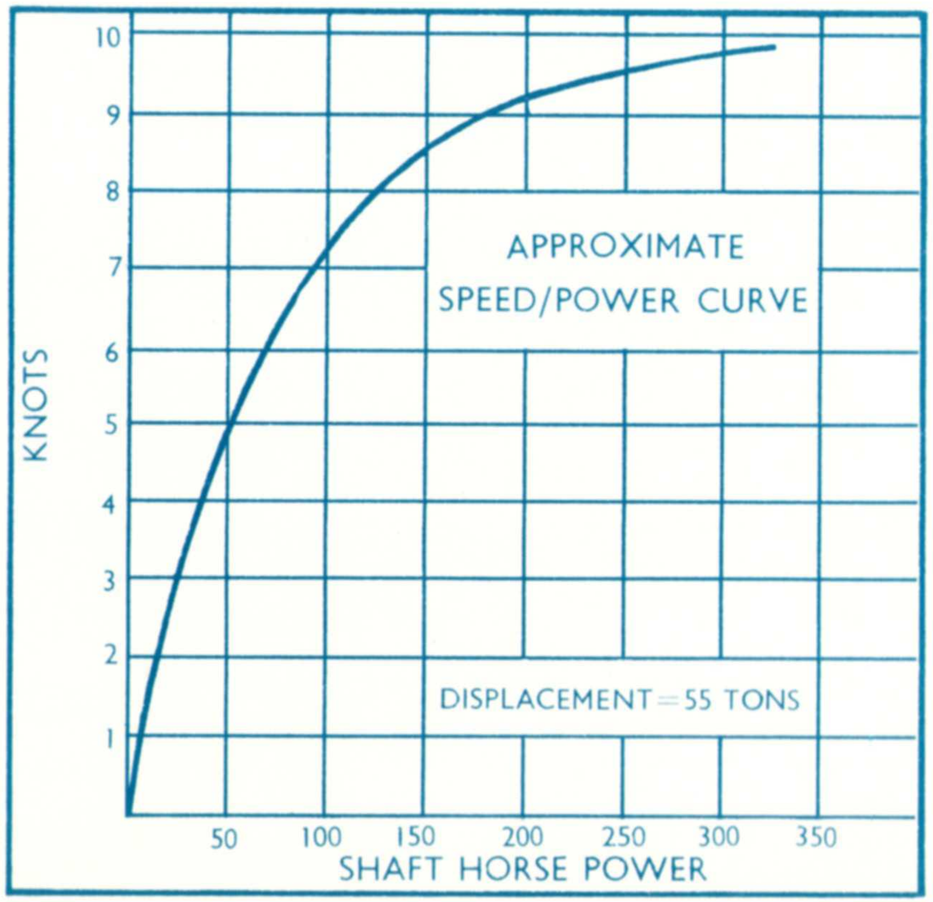
The hull has a G.R.P. beamshelf to accept the deck. The bulwark stanchions have steel inserts to attach the bulwark stringers. Freeing ports are incorporated to suit the design.

A moulded stern tube aperture and rudder tube is provided and approximately 50% of the ballast is installed to suit the operational trim (3-4 tons). The engine room, fuel tanks, and exhaust trunk are finished with crystic fireguard 75 P.A. fire retardent resin to W.F.A. requirement.

The hull is adequately limbered throughout.

FISHROOM

A moulded floor is provided for the fishhold with drainage sump and access hatches.



DECK

The deck is a single moulding having a non-slip tread surface. It is bonded to the hull beamshelf and deck beams bonded to corresponding hull frames.
Moulded apertures and coamings are incorporated for the forepeak hatch, fishroom hatch, and accommodation hatchway. A semi-portable hatch is provided to permit main engine installation/removal.
Local timber inserts are provided in way of winch, gallows, and deck equipment.

WATER TANKS

A G.R.P. water tank is provided of approximately 250 gallons (1136 litres) capacity having a non-taint interior finish with aluminium access covers. Fully pressure tested.

Extras

WHEELHOUSE

A wheelhouse and galley casing is available in G.R.P. incorporating reinforcement for attachment of gallow supports etc., a moulded exhaust trunk and a funnel moulding. This may be sited to suit the deck layout. The wheelhouse windows are not cut out.

WHALEBACK

A moulded whaleback assembly is available of standard design attached to the forward bulwarks.

FUEL TANKS

Two fuel oil tanks are available as separate mouldings complete with access covers, baffles, etc.—fully pressure tested—for installation within the engine room.
Capacity 500 gallons (2273 litres) each.
Capacities up to 1700 gallons (7728 litres) are available at extra cost.



General description

A heavy displacement vessel designed primarily as a commercial fishing vessel by G. L. Watson & Co., Naval Architects based on a successful line of their wooden fishing vessels. The wooden counterparts have operated exceptionally successfully in inshore North Sea waters and now two of our glass fibre trawlers are operating out of Shetland and Whitby.

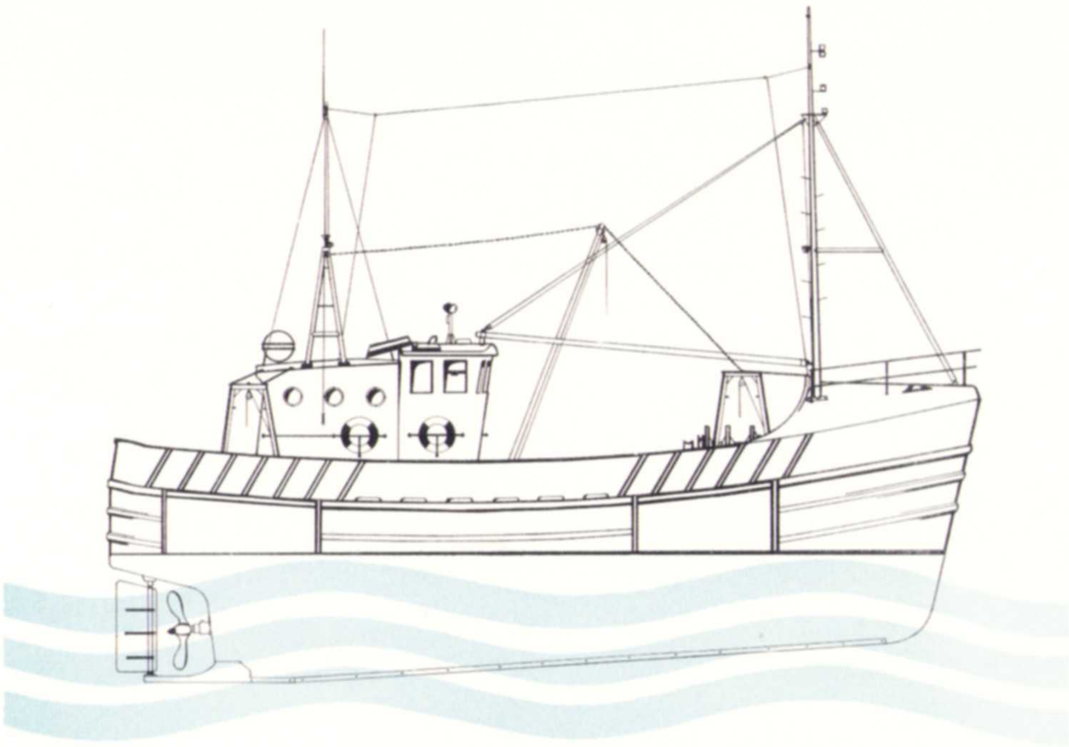
Whilst the basic hull form is standard, a number of internal layouts can be adopted to suit the needs of most methods of fishing. Numerous types of marine engines can be fitted, together with most types of winches, power blocks, net drums, etc.

Beside its fishing vessel role the hull form is also suitable for other applications, i.e. patrol and survey launch, towing and passenger carrying.

Two lengths are available — 50 ft and 54 ft (15.37m and 16.51m), both of which can be fitted with superstructure, fuel tank and whaleback options.

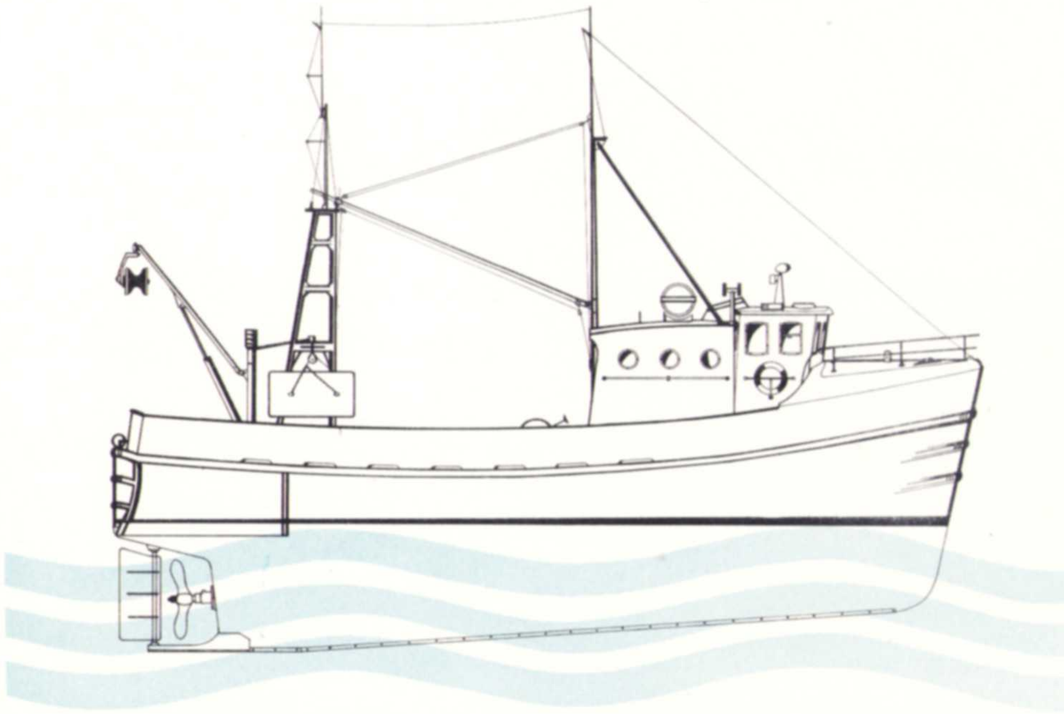
The vessel has proved to be an exceptionally comfortable sea boat with exceptionally good load carrying and stability characteristics.

Layouts can be prepared to suit individual owners requirements.



TYPICAL 54ft SIDE TRAWLER LAYOUT

PRINCIPAL DIMENSIONS AND DATA				
	50ft —	Version	54ft —	m Version
	British	metric	British	metric
LENGTH O.A.	50′ 0″	15.37m	54′ 2″	16.51m
BEAM	18′ 0″	5.48m	18′ 0″	5.48m
DRAUGHT	8′ 0″	2.44m	8′ 0″	2.44m
DEPTH (moulded)	10′ 3″	3.12m	10′ 3″	3.12m
DISPLACEMENT (approx)	50/55t	50.8/55.88t	55/60t	55.8/60.96t
HULL & DECK WT. (approx)	17t	17.27t	18t	18.28t
POWER RANGE	140 - 300 bhp		150 - 350 bhp	
HULL AND DECK ASSEMBLY MOULDED UNDER SUPERVISION OF LLOYDS REGISTER OF SHIPPING				



TYPICAL 54ft STERN TRAWLER LAYOUT