

# With or Without Disconnected Erections.

## STEEL STEAMER.

Date of completion of report  
Survey held at

State if Report is also sent on the Machinery of the Vessel

Port of

No. 34583  
Last Survey 7 March 1918

On the (State if Single, or Double Screw) YES

R.F.A. S.S. "HICKOROL"

Rig Single Mast

TONNAGE under Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.C. Dk. TRUNK

Do. of Bridge House

Do. of Forecastle

Do. of Hatchways

Do. of Crown of Room

Do. of Space

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CLASS 100 A.1 WITH FREEBOARD

CARRYING PETROLEUM IN BULK - LONGITUDINAL FRAMING

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of stern post

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

Long Bridge Deck Beam at side to top of keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

On Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
Rule	210	0	Moulded	34	0	Do.	Do.	15	3	one

Moulded depth, ft.	16	ins.	6	To Bridge Dk.	Round of Upper	9	ins.
Moulded depth, ft.	16	ins.	6	To Upper Dk.	Dk. Beam, Actual	9	ins.

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
LD FORD - FRAMES 43-50	4	3	36	4	3	PILLARS In 'tween Deck, size and spacing	4-2 1/2	48-51	4-2 1/2	48-51	
E, Angles, or E or L Bars amidships	5	3	38	5	3	" " Hold	3 1/4-3	45	3 1/4-3	45	
Peaks	3 1/2	3 1/2	40	3 1/2	3 1/2	" " Quarter 'tween Dks.					
AND "CASTLE FRAMES 3 1/2 x 3 1/2						" " in Hold					
way of Double Bottoms at Solid Floors											
" " at intermdt. Bkts.											
of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " from 1/2 length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above	28 1/2	38	28 1/2	38	
" " " DOUBLE B.R.	4	3	4	4	3	" " " " " " " " " " " "					
SED FRAME, Angles	3 1/2	3	4	3 1/2	3	" " Flat Plate Keel Angles	3	3	30	3	30
way of Double Bottoms at Solid Floors						" " Horizontal Plates on Floors	8 1/2	3 1/2	48	8 1/2	3 1/2
" " at intermdt. Bkts.						" " Angles or Bulb Angles	8 1/2	3 1/2	48	8 1/2	3 1/2
NG, depth of girder						SIDE KEELSONS, Number ONE					
S, depth and thickness of Floor Plate						" " Angles or Bulb Angles	5	3	44	5	3
at mid-line for 1/2 length amidships						" " Plate above floors, for length					
way of Engine and Boiler Spaces						" " Intercoastal Plate, for 43-50 length	3	3	30	3	30
thickness at the ends of vessel	20	34	20	34		" " Attached to outside Plating with Angle	4 1/2	3 1/2	36	4 1/2	3 1/2
pth at 1/2 the half breadth, as per Rule						SIDE KEELSON, Angle	10 1/2	34	10 1/2	34	
ight extended at the Bilges						" " Intercoastal Plate for E & B length	3	3	34	3	34
in Cell. Double Bottoms	E 3 1/4 B 4	E 3 1/4 B 4				" " Attached to outside Plating with Angle	16	32	16	32	
state if flanged (top & bottom)						SIDE STRINGERS, Number ONE					
Spacing of Solid floors	E 2 1/2 B 2 3/4	E 2 1/2 B 2 3/4				" " Angle	5	3	48	5	3
GIRDER, in Dbl. bottom, dpth. & thickness	E 3 1/2 B 4 1/2	E 3 1/2 B 4 1/2				" " Intercoastal Plate, for 43-50 length	16	32	16	32	
" " Angles, Top	E 3 1/2 B 4 1/2	E 3 1/2 B 4 1/2				" " Attached to outside plating with Angle	5	5	4	5	4
" " Bottom	E 3 1/2 B 4 1/2	E 3 1/2 B 4 1/2									
" " to Floors	E 3 1/2 B 4 1/2	E 3 1/2 B 4 1/2									
Brackets at intermdt. frmg., with & thkns	E 2 1/2 B 2 3/4	E 2 1/2 B 2 3/4									
ORDERS, number on each side & thickness	E 2 1/2 B 2 3/4	E 2 1/2 B 2 3/4									
" " state if flanged (top and bottom)											
" " Angles (top and bottom)	E 3 1/2 B 4 1/2	E 3 1/2 B 4 1/2									
" " to Floors	E 3 1/2 B 4 1/2	E 3 1/2 B 4 1/2									
PLATE, depth (exclusive of flange)	E 2 1/2 B 2 3/4	E 2 1/2 B 2 3/4									
" " and thickness	E 2 1/2 B 2 3/4	E 2 1/2 B 2 3/4									
" " Angle to Outside Plating	3 1/2	3 1/2	44	3 1/2	3 1/2						
" " Floors	3	3	4	3	3						
Brackets at intermdt. frmg., with & thkns	E 2 1/2 B 2 3/4	E 2 1/2 B 2 3/4									
Height of Outside Brackets above at bilge											
BOTTOM PLATING, breadth and thickness of Middle Line Strake	E 6 1/4 B 4 1/2	E 6 1/4 B 4 1/2									
" " in Engine and Boiler space	E 6 1/4 B 4 1/2	E 6 1/4 B 4 1/2									
Remainder in Holds											
Upper Deck, Single Angle, Bulb	5 1/2	3	4	5 1/2	3						
Angle, Plate, Tee Bulb, or Channel											
In way of Long Bridge											
Spacing	25 1/2	24	25 1/2	24	24						
Second Deck, Single Angle, Bulb	5 1/2	3	36	5 1/2	3						
Angle, Plate, Tee Bulb, or Channel											
Spacing	25 1/2	24	25 1/2	24	24						
Third and Fourth Decks, Single Angle, Bulb											
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
Upper Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	34	6	3						
Angles on upper edge											
Spacing	25 1/2	24	25 1/2	24	24						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3	40	6 1/2	3						
Angles on upper edge											
Spacing	25 1/2	24	25 1/2	24	24						







# PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.							
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.					
																Number.	Diameter.				
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Inches.		
Framing of <b>L</b> , <b>L</b> or <b>K</b> .....																					
<del>Frames in Bridge 'tween Decks...</del>																					
Frames from Uppermost Continuous Deck ON TRUNK SIDE No. 1		6	3	34	6	3	325	6	3	34	6	3	325	3/4	4 1/2	4 1/2	5	3/4			
Framing from Awning, Shelter or Upper Deck to Margin Plate.		2	6	3	34	6	3	325	6	3	34	6	3	325	"	"	"	"	"		
		3	6	3	325	6	3	325	6	3	325	6	3	325	"	"	"	"	"		
		4	8	3	40	8	3	40	8	3	40	8	3	40	"	"	"	6	3/4		
		5	6	3	38	6	3	38	6	3	38	6	3	38	"	"	"	"	"		
		6	7	3	34	7	3	34	7	3	34	7	3	34	"	"	8 AT 3 3/8	"	"		
		7	8	3	40	7	3	38	8	3	40	7	3	38	"	"	"	7	3/4		
		8	7	3	42	7	3	42	7	3	42	7	3	42	"	"	"	"	"		
		9	8	3	40	8	3	40	8	3	40	8	3	40	"	"	"	8	3/4		
		10	8	3	44	8	3	44	8	3	44	8	3	44	"	"	"	"	"		
		11	8	3	44	8	3	44	8	3	44	8	3	44	"	"	"	"	"		
		12	8	3	44	8	3	44	8	3	44	8	3	44	"	"	"	"	"		
		13	8	3	44	8	3	44	8	3	44	8	3	44	"	"	"	"	"		
		14	8	3	44	8	3	44	8	3	44	8	3	44	"	"	"	"	"		
		15	8	3	44	8	3	44	8	3	44	8	3	44	"	"	"	"	"		
		BOTTOM GIRDER = <b>L</b>		34			ANGLES TOP AND BOTTOM SINGLE														3x3x34
Spacing of Longitudinal Frames		25			25														21		
Double Bottoms <b>L, L</b> or <b>C</b>																					
Tank Top Longitudinals																					
Bottom																					
Spacing of Longitudinals																					
Transverses.																					
TRUNK In Bridge SIDES 'tween Decks		Depth and Thickness		14	x	30	14	x	30	14	x	30	14	x	30	✓	✓				
		Face Angles		FLANGED 3"				FLANGED 3"								✓	✓				
		Lugs to Shell*		5	5	40	JOGGLED				5	5	40	JOGGLED				3/4	3 3/8		
In Awning, Shelter or Upper 'tween Decks		Depth and Thickness																			
		Face Angles																			
		Lugs to Shell*																			
In Hold.		Depth and Thickness		19	x	34	19	x	34	19	x	34	19	x	34	✓	✓				
		Face Angles		4	3 1/2	44	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44	3/4	4 1/2				
		Lugs to Shell*		5	5	40	JOGGLED				5	5	40	JOGGLED				3/4	3 3/8		
		Brackets		TWO 21"x13"				34				TWO 21"x13"				34				✓	✓
Spacing of Transverse Frames		8'-6"				8'-6"														✓	✓
* State if jogged or liners.																					
Longitudinal Beams of <b>L</b> or <b>L</b>	4	TRUNK Bridge Deck O.A.	5	3	34	5	3	34	5	3	34	5	3	34	24						
	✓	Awg. or Shltr. Dk.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
	6	Upper B.A.,	6	3	325	6	3	325	6	3	325	6	3	325	26						
	✓	Second	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
✓	Third	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Transverse Beams.																					

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.



EQUIPMENT No. 11636				LETTER <i>n</i>				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.			Description of Anchor	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
78443	1st Bower ...	25	3	13	✓	✓	✓	25	10	1	4	25	2	0	✓	STOCKLESS	N. HINGLEY & SON NETH <sup>m</sup> 29/10/14 H. GREEN
78442	2nd " ...	25	1	8	✓	✓	✓	25	1	2	4	25	2	0	✓	"	" 29/10/14 "
78451	3rd " ...	22	2	19	✓	✓	✓	22	18	3	0	22	0	0	✓	"	" 23/10/14 "
	4th " ...														✓		
	Collective weight.	74	3	12	✓							73	0	0			
78152	Stream .....	6	2	16	1	3	2	9	0	0	0	6	2	0	✓	ORDINARY	N. HINGLEY & SONS NETH <sup>m</sup> 29/8/14 H. GREEN
78489	Kedge.....	3	2	4	0	3	18	6	0	3	21	3	2	0	✓	"	" 29/10/14 "
If Patent state Name of Patentee																	
Stockless, state Mechanical Tests.																	

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

1st Bower *G.14-3-3 J.M.P N<sup>o</sup>469 7-9-14*  
2nd " *" 15-0-3 J.M.P N<sup>o</sup>482 29-9-14*  
3rd " *" 14-0-26 J.M.P N<sup>o</sup>489 18-10-14*  
4th "

#### CHAIN CABLES.

#### HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.
	Length. Diam.	Stagn. Break. ing.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
65054	105 1 1/2	40 1/2 58 3/4	123-2-16	242-0-3	210 1 1/2	STUD	N. HINGLEY & SON NETH <sup>m</sup> 29/9/14 H. GREEN	29/9/14	TOWLINE S.W.	90 3 1/2	35-6	90 3 1/2
65055	105 1 1/2	40 1/2 58 3/4	123-2-16	242-0-3	210 1 1/2	"	"	"	HAWSERS & WARPS	150 3 1/2	35-5	150 3 1/2
			247-1-22						" S.W. 2 off	150 2 1/2	18-2	2-150 2 1/2
Stream (Chain or Steel Wire)	150 3 1/2	35-5			150 3 1/2	S.W.			"	90 6	MANILLA	90 6
									"	90 5	"	90 5

**Boats** *THREE AND TWO RAFTS* **Steering Gear, Steam** *AND* **Steering Gear, Hand** *COMBINED*

**Pumps, Number** *STEAM AS APPROVED* **Diameter of Barrel** *✓* **State whether they are in efficient working order** *YES*

**Windlass is** *STEAM BY CLARKE CHAPMAN & CO. L<sup>td</sup>* **Capstan** *STEAM AFT*

**Engine Room Skylights.**—How constructed? *STEEL PLATES AND ANGLES* What arrangements for deadlights in bad weather? *STEEL FLAPS*

**Coal Bunker Openings.**—How constructed? *O.T. HATCHES* How are lids secured? *BUTTERFLY NUTS* Height above deck? *8*

Number of **Scuppers**, and numbers and dimensions of **Freeing Ports, &c.** *✓*

**Ceiling in Holds**, thickness and material *✓*

**Cargo Battens**, thickness and material *✓*

**Cargo Hatchways.**—How formed? *STEEL ANGLES AND COVERS*

**Hatches**, If strong and efficient? *YES*

State size **No. 1 Hatch** (Forward) *10 @ 36" x 33"* **No. 2 Hatch** *✓*

**No. 3 Hatch** *✓*

**No. 4 Hatch** *✓*

Number of **Web Plates, Shifting Beams** and **Fore and Afters** to each Hatch *✓*

**No. of Breasthooks** *THREE*

**No. of Crutches** *DEEP FLOORS*

**Bulwarks**, height above deck and description *OPEN RAILS*

**Main Rail**, material and size

The foregoing is a correct description.

Builder's Signature (where only) *ARCH<sup>d</sup> McMILLAN & SON, LTD.*

Surveyor's Signature

*Albert Davie*  
Surveyor to Lloyd's Register of Shipping.

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

*SEE SECRETARY'S LETTERS*

**Workmanship.** Are the butts of plating planed or otherwise fitted? *PLANED WHERE PRACTICABLE*

Is the riveted work properly closed? *YES*

Are the liners between the frames and plates solid single pieces? *YES WHERE NOT JOGGLED*

Do the holes for riveting plate to frames, butt straps, or plate

to plate, &c., conform well to each other? *YES*

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces? *YES*

Do any rivets break into or through the seams or butts of the plating? *A FEW*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *YES*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *YES*

State results of tests *SATISFACTORY*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *YES*

State results of tests *SATISFACTORY*

**General Remarks** (State quality of workmanship, &c.) *THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE RULES - AND THE APPROVED PLANS.*

*THE OIL TANKS HAVE BEEN TESTED AS REQUIRED BY THE RULES*

*8 FORGING CERTIFICATES - 1 STEERING GEAR CERTIFICATE ENCLOSED*

*4 PLANS ENCLOSED - MIDSHIP SECTION - PROFILE AND DECK PLAN - STERNPOST - RUDDER FRAME*

*THIS IS A SISTER VESSEL TO THE R.F.A. S.S. BOXOL GLASGOW REPORT N<sup>o</sup> 37175*

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee *£ 164 : 9 : 6*  
Special Survey Fee *£ 3 : 3 : 0*  
Travelling Expenses, if any *£*

Fees applied for,

Received by me,

Certificate to be sent to *GLASGOW* Date of issue *25/3/18*

State whether the Vessel has been built under Special Survey *YES.*

I am of opinion this Vessel should be Classed *+100 A.1. CARRYING PETROLEUM IN BULK*

With, ~~or without~~ Freeboard, as condition of Class *YES.*

*Albert Davie*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW. 19 MAR 1918*

Character assigned *+100 A.1.*

*with freeboard.*

*Longitudinal framing.*

*Carrying petroleum in bulk*

*Lloyd's A.1. C.P.*

*+ LMC 318. 72.*

*Fitted for oil fuel 318. 72. above 150° F*

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Lloyd's Register

Foundation



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 61.66 ft., R.Q.D. ft., Bridge ft., Forecastle 54.25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) ONE DECK (STEEL) WEB FRAMES AND LONGITUDINAL FRAMING

Official No. 142314 ; Signal Letters State if Machinery is fitted aft, YES

How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT AND PAINT Outside COMPOSITION AND PAINT

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	12.0	33.0
Double bottom, under Engines and Boilers,	38.5	63.5	After peak tank,	10.0	28.5
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,		
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	21.3	183.0
Double bottom, forward,	✓	✓	Other tanks, if fitted, F.W. TANK FOR #	8.6	59.5
Total capacity of double bottom		63.5	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. YES

Order for Special Survey No. 5065

Date 6-7-14

No. 444 in builder's yard.

DATES OF SURVEYS held while building

1914 May 24 28. 31. June 11. 14. 15. 20. 22. 26 July 2. 5. 31. Aug. 4. 8. 14. 22. 23. 29. 30 Sept. 3. 5. 11. 14. 21. Oct. 1. 8. 12. 16. 18. 23. 25. 26. 30 Nov. 2. 6. 9. 13. 16. 19. 23. 27. 29. Dec. 24. 1918 Jan 8. 10. Feb. 4. (2) 6. 11. 21. 22. 24. 28. 2001 4. 5. 6. 7.

Total No. of Visits 58.

Surveyor's Signature

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