

With or Without
Disconnected Erections.

STEEL STEAMER.

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

Received at London Office

THU. 7-JUN 1917

Date of completion of report 2nd June 1917
Survey held at *Bridleborough*

Port of *Bridleborough*
Date, First Survey 23rd May 1916 Last Survey 24th May 1917

No. 9765

On the (State of Single, Twin, or Triple Screw)

Single S. S. ROBERT BRUCE

Rig *Fore and aft Schooner*

TONNAGE under Tonnage Deck... 3965.56

CLASS *100 A1*

FEET.

Master *Francis Marchant*

Do. between Tonnage Dk. and 3rd and 4th Dk. 10.48

Breadth (greatest moulded) 50.84

Year of appointment (1) As Master in service of owner of present vessel: 1915 (2) As Master of this vessel: 1917

Total under Upper Dk. 3965.56

Depth, at middle of length from top of keel to top of upper deck beams at side 28.37

Built at *Bridleborough*

Do. of Poop 25.72

Transverse Number 79.21

When built 1917 Launched 23rd January 1917

Do. of Bridge House 68.61

Length on deck from fore part of stem to after part of stern post 364.83

By whom built *Sir Rayner Dixon & Co*

Do. of Houses on Dk. 88.29

Longitudinal Number 28898

Owners *R. W. J. Sutcliffe*

Do. of excess of Hatchways 48.56

Depth "d," at middle of length (See Secs. 2 & 13) 24.112

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

Engine Room 4207.22

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.86

Residence *Boon Buildings, James St.*

Gross Tonnage 4207.22

Do. " " Lower Bridge Deck 10.32

Port belonging to *Cairiff*

Less Crew Space 122.18

Do. " " Beam at side to top of keel

Less above Crown of Engine Room 4085.04

Destined Voyage *India*

If Surveyed while Building, Afloat, or in Dry Dock Yes

TONNAGE FOR FEES 1346.31

Register Tonnage 2623.51

Less Engine Room 115.22

Less Navigation Spaces

Length 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
364	10	Moulded	50	10	Do. do.	Do. do.	Second Dk. Beams	26	14	one
Moulded depth, ft. 35 ins. 4 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 1 1/4 ins.										
Moulded depth, ft. 28 ins. 4 1/2 To Upper Dk. Dk. Beam, Actual 1 1/4 ins.										

Dimensions of Ship per Register, Length 364.5 breadth 51.1 depth 26.1

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
IE, Angles, or [or] Bars amidships	12	3 1/2	60	12	3 1/2	60
in peaks	7	3 1/2	42	7	3 1/2	42
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	38	3 1/2	3 1/2	38
" " at intermdt. Bkts.						
g of Frames from centre to centre amidships	25			25	25 1/2	Rule
" " from 1/2 length to Collision bulkhead	25			25		
" " in peaks	24			24		
ISED FRAME, Angles						
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	38	3 1/2	3 1/2	38
" " at intermdt. Bkts.						
ING, depth of girder						
RS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						
in way of Engine and Boiler Spaces						
thickness at the ends of vessel						
depth at 1/2 the half breadth, as per Rule						
height extended at the Bilges						
RS in Cell. Double Bottoms	38	36	48 1/2	38	36	48 1/2
state if flanged (top & bottom)	20			20		
Spacing of Solid floors	25			25		
RE GIRDER, in Dbl. bottom, dpth. & thcknss.	41	50	40	60	41	50
Angles, Top	4 1/2	4 1/2	58	54	4 1/2	58
Angles, Bottom	3 1/2	3 1/2	46	36	3 1/2	46
Angles, to Floors	4 1/2	4 1/2	58	54	4 1/2	58
Angles, to Floors	3 1/2	3 1/2	38	36	3 1/2	38
Brackets at intermdt. frmg., wdth & thcknss						
GIRDERS, number on each side & thickness	2no	36	34	2no	36	34
state if flanged (top and bottom)	20			20		
Angles (top and bottom)	3 1/2	3 1/2	38	3 1/2	3 1/2	38
" " to Floors	3	3	38	3	3	38
IN PLATE, depth (exclusive of flange) and thickness	35	44	30	44	35	44
" " Angle to Outside Plating	3 1/2	3 1/2	44	3 1/2	3 1/2	44
" " Floors	3 1/2	3 1/2	38	3 1/2	3 1/2	38
Brackets at intermdt. frmg., wdth & thcknss						
Height of Outside Brackets above at bilge	3	10		3	10	
BOTTOM PLATING, breadth and thickness of Middle Line Strake	41 1/2	48	40	41	48	40
" " in Engine and Boiler space	48	55	50	48	55	50
" " Remainder in Holds	36	32	54	36	32	54
S, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	50	9	3 1/2	50
In way of Long Bridge	8 1/2	3	46	8 1/2	3	46
Spacing	25			25		
S, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
Spacing						
S, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
Angles on upper edge						
Spacing						
S, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	46	8 1/2	3	46
Angles on upper edge						
Spacing	50			50		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	44	8	3	44
Angles on upper edge	6 1/2	3	40	6 1/2	3	40
Spacing	25			25		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	48	9	3 1/2	48
Angles on upper edge	7 1/2	3 1/2	40	7 1/2	3 1/2	40
Spacing	50			50		

PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS, In 'tween Deck, size and spacing	2 3/4	50	2 3/4	50		
" " Hold	4 1/2	50	4 1/2	50		
" " Quarter 'tween Dks.,						
" " in Hold	5 1/2	54	5 1/2	54		
KEELSONS & STRINGERS.						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" " Rider Plate						
" " Flat Plate Keel Angles						
" " Horizontal Plates on Floors						
" " Angles or Bulb Angles						
SIDE KEELSONS, Number						
" " Angles or Bulb Angles						
" " Plate above floors, for length						
" " Intercoastal Plate, for length						
" " Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" " Intercoastal Plate for length						
" " Attached to outside Plating with Angle						
SIDE STRINGERS, Number						
" " Angle	6 1/2	3 1/2	58	6 1/2	3 1/2	58
" " Intercoastal Plate, for length	4 1/2			4 1/2		
" " Attached to outside plating with Angle	3 1/2	3 1/2	42	3 1/2	3 1/2	42
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	58	60	56	60		
" " " " br'dth & thickness (in way of Bridge)	58	60	56	60		
" " " " Angle (clear of Bridge)	5	5	6	6		
" " Tie Plate at sides of Hatchways	3 1/2	3 1/2	42	3 1/2	3 1/2	42
" " Deck, * Iron or Steel, for lng.	50	40	32	50	40	32
" " Thickness (clear of Bridge)	40	6	34	40	6	34
" " (in way of Bridge)						
" " Wood Deck, Material & thickness						
Second Deck Stringer Plate, br'dth & thickness						
" " Angles on ditto, No.						
" " Tie Plates outside Hatchways						
" " Deck, * Iron or Steel, for lng.						
" " Wood Deck, Material & thickness						
Third Deck Stringer Plate, br'dth & thickness						
" " Angles on ditto, No.						
" " Tie Plates, outside Hatchways						
" " Deck, * Material and thickness						
Fourth and Fifth Deck Stringer Plate, breadth & thickness						
" " " " Angles on ditto, No.						
" " " " Tie Plates outside Hatchways						
" " " " Deck, Material & thickness						
Poop Deck Stringer Plate, breadth & thickness	3 1/2	3 1/2	34	3 1/2	3 1/2	34
" " Angle on ditto						
" " Tie Plates	30	6	24	30	6	24
" " Deck, Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness	52	54	52	54		
" " Angle on ditto	4 1/2	4 1/2	56	4 1/2	4 1/2	56
" " Tie Plates						
" " Deck, Material and thickness	40	6	36	40	6	36
Forecastle Deck Stringer Plate, br'dth & th'kns	36	38	34	34		
" " Angle on ditto	3 1/2	3 1/2	34	3 1/2	3 1/2	34
" " Tie Plates	50			50		
" " Deck, Material and thickness	5	3	3	5	3	3

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

[illegible]

EQUIPMENT No. 29467										LETTER X										ANCHORS.										TONNAGE U.K. 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.																	
21133		1st Bower		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Stables (Hoyers)	Byers - 60	Swanland 11/11 L. Hagger.																				
21075		2nd "		56	1	7	34	1	21	46	4	2	21	56	1	0	"	"	" 11/11 L. Hagger.																				
21048		3rd "		47	2	14	30	3	0	40	17	3	7	47	2	0	"	"	" 3/10 L. Hagger.																				
4th "		Collective weight.		161	0	21	Stable						160	0	0																								
20723		Stream		15	1	0	4	1	14	16	14	1	14	15	0	0	Rodgers	S. Dwyer & Co.	Swanland 2 1/2 L. Hagger.																				
20724		Kedge		6	2	14	1	3	0	8	17	2	0	6	2	0	"	"	" 2 1/2 L. Hagger.																				
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																																							
1st Bower 21133 31-0-0 D.D.W. 407 24 Oct. 1916																																							
2nd " 21075 31-0-0 D.D.W. 322 5 Oct. 1916																																							
3rd " 21048 27-3-0 G.E.H. 6125 15 Sept. 1916																																							
4th "																																							
CHAIN CABLES.																																							
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 Towing.		Length and size per Table 31.																	
9509		Fathoms.	Ins.	Tons.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.	2nd Cable.	S. Dwyer & Co.	Swanland 2 1/2 L. Hagger.	POWLINE	Fathoms.	Ins.	Tons.	qrs.	lbs.	Fathoms.	Ins.																	
		270	2 1/2	11 1/4	12 3/4	6 1/2	9	21	6 1/2	2 1/4	270	2 1/2				90	1 1/2	3 1/2	90	1 1/2	90	1 1/2																	
Iron (Strain) (Chain of Steel Wire)		120	4 1/2	2 1/2						120	4 1/2					2-120 fms - 3 1/2 ins - 2 1/2	90	7		90	7	90	7																
Boats Two Liverpool 24-0, Two Dumbies 16-0																																							
Pumps, Number One to fore peak and down.																																							
Windlass is Steam (Compound) Clarke Chapman 40 Capstan																																							
Engine Room Skylights.—How constructed? Steel casing and glass. What arrangements for deadlights in bad weather? Bueseyes & Canvas Covers.																																							
Coal Bunker Openings.—How constructed? Steel casing and glass. How are lids secured? Wood. Height above deck? 3' thick.																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Seven 1/2 pipe openings, & four F.P. 3' 0" x 1' 7" & four 3' 0" x 2' 0" casings.																																							
Ceiling in Holds, thickness and material 2 1/2" red oak. Cargo Battens, thickness and material 7 x 2" red wood.																																							
Cargo Hatchways.—How formed? Steel casing. Hatches, If strong and efficient? 3' thick.																																							
State size No. 1 Hatch (Forward) 25' 0" x 20' 0" No. 2 Hatch 29' 2" x 20' 0" No. 3 Hatch 29' 2" x 20' 0" No. 4 Hatch 25' 0" x 20' 0"																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Four in No. 1 & No. 2, Two in No. 3 & No. 4.																																							
No. of Breasthooks Five. No. of Crutches four.																																							
Bulwarks, height above deck and description For Sir DAVISON DIXON & COMPANY, LIMITED. 30																																							
The foregoing is a correct description. Main Rail, material and size 6 1/2" x 3 1/2" x 4 BA 6 x 30 stays.																																							
Builder's Signature (here only) Director. Surveyor's Signature. 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) M. S. Feb. E. 31 st March 17, 5 th April, 25 th May, 2 nd 17 August, 25 th 28 th Sept. 7 th Oct. 1916, 2 nd January 1917.																																							
Workmanship. Are the butts of plating planed or otherwise fitted? planed.																																							
Is the riveted work properly closed? Yes.																																							
Are the liners between the frames and plates solid single pieces? Joisted frames. 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.) Good.																																							
This vessel has been built in accordance with the approved plans, the Secretary's letters of above dates, and in general conformity with the Society's Rules and Regulations for the class contemplated.																																							
The steering gear, windlass have been tried & found efficient.																																							
The freeboard has been marked on the vessel's side & verified.																																							
The approved plans (12.) and 2. foregoing reports are forwarded herewith.																																							
Please return the approved plans for dealing with the sister vessel.																																							
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 £ 5 : 0 : 0 Fees applied for, 5/6/1917																																							
Special Survey Fee £ 127 : 2 : 6 Received by me, J.M.H.																																							
Travelling Expenses, if any £ : : Certificate to be sent to Manchester. Date of issue 12/6/17																																							
State whether the Vessel has been built under Special Survey Yes.																																							
I am of opinion this Vessel should be Classed 100 A1																																							
With, or without Freeboard, as condition of Class without																																							
Committee's Minute																																							
Character assigned 100 A1																																							
Lloyd's A 96 P																																							
L.M.H.																																							
+ L.M.H. 31/7																																							
Lloyd's Register of Shipping																																							

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25.0 ft., R.Q.D. ✓ ft., Bridge 93.75 ft., Forecastle 39.5 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) 1 (Steel)

Official No. 139602; Signal Letters

State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Paint. Bituminous enamel cement Outside 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,	<u>120.8</u>	<u>355</u>	Fore peak tank,	<u>20.0</u>	<u>110</u>
Double bottom, under Engines and Boilers,	<u>43.75</u>	<u>161</u>	After peak tank,	<u>18.0</u>	<u>90</u>
Double bottom, if under Engines only,	<u>✓</u>	<u>✓</u>	Deep tank, aft,	<u>✓</u>	<u>✓</u>
Double bottom, if under Boilers only,	<u>154.1</u>	<u>464</u>	Deep tank, forward,	<u>✓</u>	<u>✓</u>
Double bottom, forward,	<u>✓</u>	<u>✓</u>	Other tanks, if fitted,	<u>✓</u>	<u>✓</u>
Total capacity of double bottom		<u>980</u>	(If necessary, furnish further information by sketch.)	<u>✓</u>	<u>✓</u>

* 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

Order for Special Survey No. 1178

Date 26th Jan'y 1916

No. 595 in builder's yard.

DATES of Surveys held while building

1916 May 23 24 25 26 29 30 31 June 6 7 9 14 16 19 20 21 27 28 July 4 7 10 11 12 13 14 18 21 26 27 28 31 Aug 2 3 4 11 16 22 25 29 Sep 12 14 18 21 26 27 Oct 3 6 9 12 16 17 18 20 23 24 25 27 Nov 1 2 11 13 15 16 17 20 21 22 24 27 28 Dec 1 4 6 8 11 12 13 14 15 19 20 21 22 27 28 29 1917 Jan 2 4 9 10 11 16 18 22 23 24 29 31 Feb 5 6 7 13 16 20 27 March 2 7 12 15 22 26 28 April 5 11 24 26 29 30 May 1 2 3 4 7 8 9 10 17 28 24
Total No. of Visits 128

Surveyor's Signature

Lloyd's Register
Foundation