

STEEL IRON SHIP.

(Received at London Office,

THURS 25 MARCH 1886

No. 1320 Survey held at Dumbarton Date, First Survey 14 Aug 85 Last Survey 24 Mar 1886

On the Ship Ventura 3 masts

TONNAGE under 1000 37 ONE, OR TWO DECKED, THREE DECKED VESSEL, Master Andrew Cumming

Tonnage Deck 1800 37 Built at Dumbarton

Ditto of Third, Spar, or on Aft Mast 20 96 When built 1885-86 Launched 6 Jan. 86

Ditto of Poop, or Raised Q. R. 28 35 By whom built A. McMillan & Son

Ditto of Houses on Deck 1899 68 Owners The Scotia Ship Co. (Lim)

Ditto of Forecastle 30 62 Residence 19 Waterloo St Glasgow

Gross Tonnage 1669 06 Port belonging to Glasgow

Less Engine Room 1669 06 Destined Voyage Yokohama

Register Tonnage as cut on Beam 1669 06 If Surveyed while Building, Afloat, or in Dry Dock.

Length 244 6 Breadth 39 0 Depth 22 85 Moulded depth 24 3

Half Breadth 19 5 Depth from upper part of Keel to top of Upper Deck Beams 25 12

Girth of Half Midship Frame (as per Rule) 40 04 1st Number 84 66

1st Number, if a 3-Decked Vessel deduct 7 feet 244 5 2nd Number 206 98

Proportions— Breadths to Length 6 26 Depths to Length—Upper Deck to Keel 9 73

Main Deck ditto 244 5 206 98 6 26 9 73

Length on deck as per Rule 244 6 Breadth Moulded 39 0

Dimensions of Ship per Register, length, 258 5 breadth, 39 5 depth, 22 85 Moulded depth 24 3

KEEL, depth and thickness 9 2 x 2 2 9 2 x 2 2

STEM, moulding and thickness 9 x 2 2 9 x 2 2

STERN-POST for Rudder do. do. 9 x 2 2 9 x 2 2

" " for Propeller 9 x 2 2 9 x 2 2

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 ins 24 ins

FRAMES, Angle Iron, for 1/2 length amidships 5 3 1/2 13 5 3 1/2 13

Do. for 1/2 at each end 3 1/2 3 1/2 13 3 1/2 3 1/2 13

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 13 3 1/2 3 1/2 13

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 25 16 25 16

" thickness at the ends of vessel 12 1/2 ins 12 1/2 ins

" depth at 3/4 the half-bdth. as per Rule 50 ins 50 ins

" height extended at the Bilges 50 ins 50 ins

BEAMS, Upper, Spar, or Aft Mast 9 2 15 9 2 15

Single or double Angle Iron, Plate on Top Bulb Iron 3 1/2 3 1/2 12 3 1/2 3 1/2 12

Single or double Angle Iron on Upper edge 3 1/2 3 1/2 12 3 1/2 3 1/2 12

Average space 48 ins 48 ins

BEAMS, Main, or Middle Deck 7 1/2 14 7 1/2 14

Single or double Angle Iron, Plate on Top Bulb Iron 3 3 12 3 3 12

Single or double Angle Iron on Upper Edge 3 3 12 3 3 12

Average space 48 ins 48 ins

BEAMS, Lower Deck 9 2 15 9 2 15

Single or double Angle Iron, Plate on Top Bulb Iron 3 1/2 3 1/2 12 3 1/2 3 1/2 12

Single or double Angle Iron on Upper Edge 3 1/2 3 1/2 12 3 1/2 3 1/2 12

Average space 48 ins 48 ins

BEAMS, Hold, or Orlop Poop 6 1/2 3 9 6 1/2 3 9

Single or double Angle Iron, Plate on Top Bulb Iron 3 3 12 3 3 12

Single or double Angle Iron on Upper Edge 3 3 12 3 3 12

Average space 48 ins 48 ins

KEELSONS Centre line, single or double plate, 18 21 18 21

" Rider Plate 12 21 12 21

" Bulb Plate to Intercoastal Keelson 18 20 18 20

" Angle Iron 5 1/2 4 15 5 1/2 4 15

" Double Angle Iron Side Keelson 5 1/2 4 15 5 1/2 4 15

" Side Intercoastal Plate 5 1/2 4 15 5 1/2 4 15

" do. Angle Iron 5 1/2 4 15 5 1/2 4 15

" Attached to outside plating with angle iron 3 3 12 3 3 12

BILGE Angle Iron 5 1/2 4 15 5 1/2 4 15

" do. Bulb Iron 5 1/2 4 15 5 1/2 4 15

" do. Intercoastal plates riveted to plating for 1/2 length 18

BILGE STRINGER Angle Iron 5 1/2 4 15 5 1/2 4 15

Bulb Intercoastal plates riveted to plating for 1/2 length 9 1/2 15 9 1/2 15

SIDE STRINGER Angle Iron 5 1/2 4 15 5 1/2 4 15

Bulb 9 1/2 x 15 whole length 9 1/2 15

The FRAMES extend in one length from middle line to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3/4 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/16 thicker than the plates they connect, reqd by Rule.

" Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3/4 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 6 x 5 1/2 Breadth of laps of plating in single riveting 6 x 5 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes & No. No. of Breasthooks, 6 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Moulded and

Manufacturer's name or trade mark, Steel Co. of Scotland

The above is a correct description.

Builder's Signature, Andrew McMillan & Son Surveyor's Signature, C. J. Dodd

Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C. London.

GSC151-0336

7320 gls

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs and plates solid single pieces? *Yes*
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*

Masts, Bowsprit, Yards, &c., are *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *The masts are poleax form and the Bow-sprit and Jibboom are in one piece. These with the Yards have been built of steel in accordance with the app^d tracing attached here - with a Dec^r letter of the 24th Sep^r 1885. Steel used "Moosund", tested at the Works.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	135	1 1/2	94.5	270		Bower Anchors	20135	36-2-8	33-10-1-7	36 1/2	Rehman
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	134	1 1/2	87.5	270	Rehman	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	2041	36-2-4	33-10-1-7	104	by
Fore Top Sails,	Iron Stream Chain	75	4	Steel	75-4	by		20136	31-0-8	29-9-1-4		D. G.
Fore Topmast Stay Sails,	or Steel Wire ..			Cert. produced					7-1-12			Lewis
Main Sails,	or Hempen Strm Cable ..											
Main Top Sails, and spare	Towline, Hemp.	75	3 3/4	Steel	90-110	Lewis	Stream Anchor	20183	11-0-15	13-2-2-6	1 1/4	
	or Steel Wire ..			Cert. produced	3 1/2		Kedge	20146	5-2-13	7-18-1-21	5 1/2	
	Hawser	120-6	20	1 1/2	Manilla		2nd Kedge	20184	2-3-0	5-5-0-0	2 3/4	
	Warp	120-5	100	3 1/2	Steel	Cert.						
	quality	90	2 1/2	Steel	produced							
Standing and Running Rigging		Steel thimble sufficient in size and 3 ^d in quality. She has 2 Long Boat and 2 others										
The Windlass is		Davidson 16" 2 Capstan 3 ^d and Rudder 3 ^d Pumps 2 Mills patent										
Engine Room Skylights.		How constructed? ✓ How secured in ordinary weather? ✓										
What arrangements for deadlights in bad weather?		✓										
Coal Bunker Openings.		How constructed? ✓ How are lids secured? ✓ Height above deck? ✓										
Scuppers, &c.		What arrangements for clearing upper deck of water, in case of shipping a sea? Four scuppers, - four water ports 34"x22" and 2 mooring pipes										
Cargo Hatchways.		How formed? as usual										
State size Main Hatch		15'11"x12ft Forehatch 7-10 1/2 x 6ft Quarterhatch 7-11 x 6ft.										
If of extraordinary size, state how framed and secured?		not of extraordinary size										
What arrangement for shifting beams?		One with plate & 3 fore & afters										
Hatches, If strong and efficient?		Yes										

Order for Special Survey No. 2024
Date 14th July 1885
Order for Ordinary Survey No. 268
Date 14th July 1885
No. 268 in builder's yard.
State dates of letters respecting this case 9th July, 3rd Sep^r & 24th Sep^r 1885)
1st. On the several parts of the frame, when in place, and before the plating was wrought } Specially Surveyed: - 1885: - Aug 4, 11, 14, 18, 20, 26, 27, 31; Sep 1, 7, 8, 11, 14, 22, 25, 30; Oct 7, 9, 13, 16, 19, 21, 23, 27, 30; Nov 3, 6, 10, 12, 13, 17, 18, 19, 20, 23, 24, 26; Dec 1, 2, 4, 8, 11, 15, 18, 22, 24, 29, 31
2nd. On the plating during the process of riveting }
3rd. When the beams were in and fastened, and before the decks were laid... }
4th. When the ship was complete, and before the plating was finally coated or cemented... }
5th. After the ship was launched and equipped }
1886: - Jan 12, 15, 19, 22, 26; Feb 2, 3, 5, 8, 12, 16, 17, 19, 25; Mar 6, 17 & 24

General Remarks (State quality of workmanship, &c.) *The workmanship is good and the vessel has been built in accordance with the approved tracings, 4 in number, enclosed herewith, and with the instructions contained in the Dec^r letter above referred to and otherwise in accordance with the requirements of the Rules. The steel was tested at the Manufacturers Works by the Surveyors to this Society, as required by the Committee. The fore peak was filled with water and found satisfactory.*

The freeboard assigned by the Committee in the Dec^r letter of the 18th Feb^r has been marked on the vessel's sides as shown in notice n^o 572, of which a Certificate is requested.
Poop: - 31 ft and 4 ft of overhanging sidehouses.
Forecastle: - 29 ft. Iron house 4 1/2 x 16 x 8 x 6 1/2 high

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside Portland Cement Outside Paint
I am of opinion this Vessel should be Classed 100 A.1. steel In salt water 4 ft. 10 in. In fresh water 4 ft. 5 1/2 in.
The amount of the Entry Fee£ 4: - - is received by me, 14/2/ 1886 J. Dodd
Special£ 66: 14: 6

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute FRIDAY 26 MARCH 1886 18
Character assigned 100 A.1. Steel
Revised freeboard 25 1/2 ft. 13/58

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that the vessel appears eligible to be classed 100 A.1. Steel as recommended 15 ft. x 2 1/2 ft. Beams.
Lloyd's Register Foundation