

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 Tonnage Deck **1000.37**
 Ditto of Third, Spar, or Running Deck } **70.96**
 Ditto of Poop, or Raised Or. Dk. } **28.35**
 Ditto of Houses on Deck } **1899.68**
 Ditto of Forecastle } **310.62**
 Gross Tonnage } **1669.06**
 Less Engine Room } **1669.06**
 Register Tonnage as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
 Half Breadth (moulded) **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
 Length **244.5**
 2nd Number **20698**
 Proportions— Breadths to Length **6.26**
 Depths to Length—Upper Deck to Keel **9.73**
 Main Deck ditto

Master **Andrew Cumming**
 Built at **Dumbarton**
 When built **1885-86** Launched **6 Jan. 86**
 By whom built **A. McMillan & Son**
 Owners **The Scotia Ship Co. (Lim)**
 Residence **19 Waterloo St. Glasgow.**
 Port belonging to **Glasgow**
 Destined Voyage **Yokohama**
 If Surveyed while Building, Afloat, or in Dry Dock.

Official Number

LENGTH on deck as per Rule **244 6** **BREADTH**—Moulded **39 0** **DEPTH** top of Floors to Upper Deck Beams **23 0 1/2** **Power of Engines** **23 0 1/2** **Horse.** **32** **N° of Decks with flat laid** **2** **N° of Tiers of Beams** **2**
 Dimensions of Ship per Register, length, **258.5** breadth, **39.5** depth, **22.85** Moulded depth **24" 3"**

	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
	In Ship	In Ship	Inches	Inches	In Ship	In Ship	Inches	Inches
KEEL , depth and thickness	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2
STEM , moulding and thickness	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
STERN-POST for Rudder do. do.	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
" " for Propeller	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 ins		24 ins		24 ins		24 ins	
FRAMES , Angle Iron, for 1/2 length amidships	5	3 1/2	13	5	3 1/2	13	5	3 1/2
Do. for 1/2 at each end	3 1/2	3 1/2	13	3 1/2	3 1/2	13	3 1/2	3 1/2
REVERSED FRAMES , Angle Iron	3 1/2	3 1/2	13	3 1/2	3 1/2	13	3 1/2	3 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	25	16	25	16	25	16	25	16
" thickness at the ends of vessel	12 1/2	13	12 1/2	13	12 1/2	13	12 1/2	13
" depth at 3/4 the half-bdth. as per Rule	50	13	50	13	50	13	50	13
" height extended at the Bilges	50	13	50	13	50	13	50	13
BEAMS , Upper, Spar, or Awning Deck Single or double Angle Iron, Plate on Top Bulb Iron	9 1/2	15	9 1/2	15	9 1/2	15	9 1/2	15
Single or double Angle Iron on Upper edge	3 1/2	3 1/2	12	3 1/2	3 1/2	12	3 1/2	12
Average space	48	48	48	48	48	48	48	48
BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate on Top Bulb Iron	7 1/2	14	7 1/2	14	7 1/2	14	7 1/2	14
Single or double Angle Iron on Upper Edge	3	3	12	3	3	12	3	12
Average space	48	48	48	48	48	48	48	48
BEAMS , Lower Deck Single or double Angle Iron, Plate on Top Bulb Iron	9 1/2	15	9 1/2	15	9 1/2	15	9 1/2	15
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	12	3 1/2	3 1/2	12	3 1/2	12
Average space	48	48	48	48	48	48	48	48
BEAMS , Hold, or Orlop Poop Single or double Angle Iron, Plate on Top Bulb Iron	6 1/2	3	9 1/6	6 1/2	3	9 1/6	6 1/2	3
Single or double Angle Iron on Upper Edge	3	3	12	3	3	12	3	12
Average space	48	48	48	48	48	48	48	48
KEELSONS Centre line, single or double plate, box, or intercostal plates	18 1/2	21	18	21	18 1/2	21	18	21
" Rider Plate	12	21	12	21	12	21	12	21
" Bulb Plate to Intercostal Keelson	18	20	18	20	18	20	18	20
" Angle Iron	5 1/2	4	15	5 1/2	4	15	5 1/2	4
" Double Angle Iron Side Keelson	5 1/2	4	15	5 1/2	4	15	5 1/2	4
" Side Intercostal Plate	5 1/2	4	15	5 1/2	4	15	5 1/2	4
" do. Angle Iron	5 1/2	4	15	5 1/2	4	15	5 1/2	4
" Attached to outside plating with angle iron	3	3 1/2	12	3	3 1/2	12	3	3 1/2
BILGE Angle Iron	5 1/2	4	15	5 1/2	4	15	5 1/2	4
" do. Bulb Iron	5 1/2	4	15	5 1/2	4	15	5 1/2	4
" do. Intercostal plates riveted to plating for 1/2 length	18	18	18	18	18	18	18	18
BILGE STRINGER Angle Iron	5 1/2	4	15	5 1/2	4	15	5 1/2	4
Bulb Intercostal plates riveted to plating for 1/2 length	9 1/2	15	9 1/2	15	9 1/2	15	9 1/2	15
SIDE STRINGER Angle Iron	5 1/2	4	15	5 1/2	4	15	5 1/2	4
Bulb 9 1/2 x 15 whole length	9 1/2	15	9 1/2	15	9 1/2	15	9 1/2	15

The **FRAMES** extend in one length from **middle line** to **gunwale** Riveted through plates with **7/8** in. Rivets, about **7** apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from **middle line** to **gunwale** and to **alternately**
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 1/8** in. diameter, averaging **5 1/8** 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 1/4** ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **7/8** in. diameter averaging **3 1/4** ins. from centre to centre.
 " Butts of **3** Strakes at Bilge for **1/2** length, treble riveted with Butt Straps **1 1/16** thicker than the plates they connect, req^d by Rule.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets **7/8** in. diameter, averaging **3 1/4** ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **7/8** in. diameter, averaging **3 1/4** 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 3/4"** Breadth of laps of plating in single riveting **✓**
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Yes** No. of Breasthooks, **6** Crutches, **deep floors**
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **mostly wrought and**
 Manufacturer's name or trade mark, **Steel Co. of Scotland**
 The above is a correct description.
 Builder's Signature, **A. McMillan & Son** Surveyor's Signature, **C. J. Dodd**
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from distributed thickness at ends of vessels.

* If Iron Deck, state if whole or part, and if second deck is laid thereon.

Ships—1000—1872/84—Transfer Ink.

73 20 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	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate	W ^g t req'd per Rule.	Machine where Tested & Suprintd.
								Bower Anchors	Stream Anchor					
	Chain	135-5/8	1 1/2	94.5	270					20135	36-2-8	33-10-1-7	36 1/2	Ketchum
	Fore Sails,	134-1/8	1 1/2	87.5	270					20136	36-2-4	33-10-1-7	total	Ketchum
	Fore Top Sails,	75	4"	Steel	75-4"					20136	31-0-8	29-9-1-4	10 1/4	by D. G.
	Fore Topmast Stay Sails,	75	3 3/4"	Steel	90-11 1/2"					20183	11-0-15	13-2-2-6	11 1/4	Lewis
	Main Sails,	120-6"	20"	1 1/2"	Mamilla					20146	5-2-13	7-18-1-21	5 1/2	
	Main Top Sails, and spare	120-5"	100"	3 1/2"	Steel					20184	2-3-0	5-5-0-0	2 3/4	
	Standing and Running Rigging	Steel	Thump	sufficient in size and	g ^d									
	The Windlass is	Davidson	16"	2	Capstan	g ^d								
	Engine Room Skylights.	How constructed?												How secured in ordinary 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" x 22" and 2 mooring pipes
	Cargo Hatchways.	How formed?												as usual
	State size Main Hatch	15" 11" x 12 ft												Forehatch 7-10 1/2 x 6 ft Quarterhatch 7-11 x 6 ft.
	If of extraordinary size, state how framed and secured?													not of extraordinary size
	What arrangement for shifting beams?													One web plate & 3 fore & afters
	Hatches, If strong and efficient?													Yes

Order for Special Survey No. *20144* Date *14th July 1885*

Order for Ordinary Survey No. *268* in builder's yard. 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) 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's letters above referred to and otherwise in accordance with the requirements of the Rules. The steel was tested at the Manufacturer's 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's 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' x 16" 8" x 6" 7 1/2 high

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, 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*

The amount of the Entry Fee£ *40* is received by me, *J. Dodd*

Special£ *60* 14: 6 *14/2/ 1886*

(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*

4 Recois freeboard

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

It is submitted that the vessel appears suitable to be classed 100 A.1. Steel as recommended 15x 2 1/2 beam

Lloyd's Register Foundation