

STEEL STEAMER ~~OF~~ MOTORSHIP.

Received at London Office 29 SEP 1930

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report

27<sup>th</sup> September 1930

Port of

Sunderland

No. 30467

Survey held at

Sunderland

Date First Survey

28<sup>th</sup> February 30

Last Survey

25<sup>th</sup> September 1930

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Steamer SEA VENTURE

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections Prop. Br. &amp; File

TONNAGE under Tonnage Deck...

1978.53

CLASS *100 A1*

State if with freeboard as condition of Class

No

Built at Sunderland

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

2326.73

Register Tonnage

1374.51

REGISTERED DIMENSIONS.  
FEET.

Length

294.1

Breadth

43.1

Depth

18.8

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 290.0

Breadth (greatest moulded)

B 42.83

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 20.83

1st Longitudinal Number (L x D) = 6040

2nd Numeral L x (B + D) = 18461

Framing Depth "d," at middle of length. See Sec. 3 (1d)

17.17

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.92

Do. Long Bridge to top of keel

10.23

Draught Moulded

17 - 10 1/4

Launched 25<sup>th</sup> Aug. 1930 Yard No. 1451

Builders Swan Hunter &amp; Wigham Richardson Ltd.

Owners The Dover Navigation Co. Ltd.

Managers

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

Residence

London

Port of Registry

Dover

If surveyed while building, afloat, or in dry dock

While building, afloat and in dry dock

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	24		Bracket Floors, Frame	5 6 x 3 x .38	
" " from 1/3 length to Collision bulkhead	24		" " Reversed Frame	5 5 1/2 x 3 x .38	
" " in peaks	24		" " Vertical Struts	5 5 1/2 x 3 x .38	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	35" x 44" x .36	
Frame Amidships, Angle <i>E or C</i> <i>NBS</i>	8 x 3 x .40		" " top Angle	5 5 x 5 x .42	
" " Extends up to	Upper deck		" " bottom Angle	6 x 6 x .46	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One .34	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	3 1/2 x .40	
Depth of Framing Girder	8"		" " Vertical Angle to Tank side	6 x 6 x .45 every 3'	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i>	5 x 3 x .42 on alternate frames		Bracket abaft 1/4 len. from stem	3 x 3 x .34 intermediate	
" " Second 'tween Decks, Angle <i>E or C</i>			" " Vertical Angle to Tank side	6 x 6 x .45 every 2'	
" " Third " " "			Bracket forward 1/4 len. from stem	3 x 3 x .34 intermediate	
Framing in Peaks, Angle <i>E or C</i>	5 1/2 x 3 x .42		Gussets, spacing and scantling abaft 1/4 len. from stem	6 x 6 x .45 every frame in painting area	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" 7 diams		" " Gussets, spacing and scantling forward 1/4 len. from stem	None. Additional margin attachment in place	
State if Frame Joggled	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness	5' 8" x .37	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frames 10 x 3 1/2 x .52 <i>NBS</i> shell immersed .08 in lieu of intermediate stringers in hold.		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Bottom frames 5 x 5 x .34 additional intermediate 3 strakes of shell with 1/2 thickness maintained to collision bulkhead		Breadth and thickness of Middle Line Strake	45" x 40" x .34	
SINGLE BOTTOM.			Thickness of remainder in Holds	1.34 - .32	
Floors, Depth and thickness at mid-line in Holds			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>E or C</i>			Uppermost Continuous Deck, amidships at raised wind platforms in Wells, Angle <i>E or C</i>	5 x 3 1/2 x .35 O.A. at sides 6 1/2 x 3 x .39 O.A. at ends	
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle <i>E or C</i>	8 x 3 1/2 x .40	8 x 3 1/2 x .35
" " Foundation Plate on Floors			Spacing	Every frame	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle <i>E or C</i>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle <i>E or C</i>		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle <i>E or C</i>		
Solid Floors, thickness and spacing	34 Every 3'		Spacing		
" " Are Frame and Reversed Frame joggled?	Yes		Poop Deck, Angle <i>E or C</i>	5 x 3 x .35 angle from 5 x 3 x .41 B.A. N.B.S.	5 x 3 x .30 O.A. 5 x 3 x .40 B.A.
Bracket Floors, breadth and thickness at middle line	36 1/4 x .34		Spacing	Every frame	
" " breadth and thickness at margin plate	36 1/4 x .34		Bridge Deck, Angle <i>E or C</i>	6 1/2 x 3 x .33	
			Spacing	Every frame	
			Forecastle Deck, Angle <i>E or C</i>	6 x 3 x .36 B.A. 5 x 3 x .42 angle	6 x 3 x .32 B.A.
			Spacing	Every frame	



# PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	No pillars		Stringer Plate, breadth and thickness in way of Bridge .....		
„ in 'tween Decks, Size and Spacing.....	in holds		Thickness of Plating abreast Deck openings in way of Wells .....		
„ „ „ „ „	One pillar in Engine Room of double channels		Thickness of Plating abreast Deck openings in way of Bridge .....		
„ in Holds „ „	9 x 3 1/2 x 3 1/2 = 50% 1/64		Thickness of Plating within line of openings.....		
„ „ „ „ „			If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of .....			If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	7 1/2 x 1.00 - .70		If Plated, state thickness .....		
„ „ „ „ in way of Bridge	1.20 at break of bridge		<b>Poop Deck.</b>		
„ „ „ „ „	4 1/2 x .34		Stringer Plate, breadth and thickness .....	32" x .31	27 x .31
„ Angle in Wells .....	6 x 6 = .64		Plating, Sheathing, material and thickness .....	26. 2 1/2 p.p.	
Thickness of Plating abreast Deck openings in way of Wells .....			<b>Bridge Deck.</b>		
Thickness of Plating abreast Deck openings in way of Bridge .....	.30		Stringer Plate, breadth and thickness.....	4 1/2 x .42	
Thickness of Plating within line of openings.....	32 1/2 x .30		Plating, Sheathing, material and thickness .....	.34	
If Sheathed, material and thickness .....			<b>Forecastle Deck.</b>		
<b>Second Deck.</b>			Stringer Plate, breadth and thickness.....	27" x .32	
Stringer Plate, breadth and thickness in Wells.....			Plating, Sheathing, material and thickness .....	.30	

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	44 1/2	.59	.55	.55		Double	7/8	3 3/7	3	7/8	3/8	Lapped
„ DBLG. (if any)	-	-	-	-		-	-	-	-	-	-	-
BOTTOM PLATING, No. } of Strakes ..3.....}	1st 67 1/2 1st 76 1st 75 1/2	.47	.40	.40		Double	3/4	3	3	3/4	2 5/8	Lapped
BILGE PLATING, No. of } Strakes .....1.....}	63 1/2	.47	.40	.40		"	"	"	"	"	"	"
SIDE PLATING, No. of } Strakes .....1.....}	76 1/2	.47	.40	.40		"	"	"	3 - 2	"	"	"
UPPER DECK, Sheer- } strake in Wells.....}	72	.67	.40	.40		"	7/8	3 3/7	4 - 2	7/8 - 3/4	3/8 - 2 5/8	"
UPPER DECK, Sheer- } strake in Bridge ...}	72	.47	✓	✓		"	7/8	3 3/7	3	7/8	3/8	"
STRAKE BELOW Sheer- } strake in Wells.....}	76 1/2	.54	.40	.40	72 x .54	"	7/8 - 3/4	3 3/7 - 3	3 - 2	7/8 - 3/4	3/8 - 2 5/8	"
STRAKE BELOW Sheer- } strake in Bridge ...}	76 1/2	.47	✓	✓	72 x .47	"	3/4	3	3	7/8	3/8	"
POOP SIDE PLATING .....	✓	✓	✓	.33		Single	"	"	1	3/4	2 5/8	"
BRIDGE SIDE PLATING ...	89 1/4	.45	✓	✓		Double	"	3	3	"	"	"
FORE'C'LE SIDE PLATING	✓	✓	.35	✓		Single	3/4	3	1	"	"	"

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>					Five
Extending to Upper Deck (Sec. 3 c)					Five
„ Deck next below .....					✓
As per Rule .....					Five
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>	-	-	-	-	-
„ „ Second „	-	-	-	-	-
„ „ Third „	-	-	-	-	-
„ „ Holds (Nº 85)	42 - .26	8 x 3 = .35	26" at wings	6 x 3 = .32	30" at center (aloped)
<b>COLLISION</b> „ (in Hold)	46 Floor .33 - .26	6 1/2 x 3 = .40	24" chain locker bottom and	24" One S.B.B.	One S.B.B.
<b>AFTER PEAK</b> „	.30	6 x 3 = .38 0A	24" Runn top +	24" One S.B.B.	One S.B.B.

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	-	-	-	-
<b>STEM .....</b>	Roller bar 7 3/4 x 2 1/8	Steel Co. Ltd.	The Canadian	
<b>STERN FRAME</b> { Propeller Post .....	10 1/4 x 5 1/2	Castings	Westerlandsche Staalfabriek	
{ Rudder „ .....	7 1/2 x 5 1/2		of Utrecht	
<b>RUDDER—A x D.....</b>	222			
<b>Speed of Vessel.....</b>	10 knots			
<b>RUDDER</b> mainpiece at head ...	Forging 7	4 S. Foster		
„ „ heel ...	5 1/4	5 S. Foster		
„ how constructed .....	Forged, arms should be			
„ double or single plate	Single plate .98			
„ coupling, vertical or horizontal.....	Horizontal			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Connell Iron Co. Ltd. : South Durham S & S. Co. Ltd. : Dorman Long & Co. Ltd. : Open Hearth  
Pearce & Partners Ltd. : Frodingham I & S Co. Ltd. : Cargo Heat Iron Co. Ltd.

Has the Steel been tested as required by the Rules?

Yes







GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Three forging certificates, and plans of midship section and profile showing vessel as built, are also forwarded.

The vessel was drydocked on completion for repairs to damage sustained by striking the quay when proceeding from the Builder's yard to the South Dock on 2<sup>nd</sup> Aug 1930. The following permanent repairs were effected, (plates numbered from aft):—  
Port side of No 1 hold. One shell plate removed fused and refitted (E.15).  
Three plates fused in place (D17+18. F16). Three frames and two runner bars on face of frames removed fused and refitted. No 1 tank retested and found in order.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	23.1.5 wts.	K.H	7852	29.4.30
	2nd "	23.1.2 "	K.H	7857	29.4.30
	3rd "	20.0.9 "	K.H	8021	23.5.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.62 ft., R.Q.D. — ft., Bridge 68.5 ft., Forecastle 23.37 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Deck (steel)

Official No. 149166 : Signal Letters

Is bottom of Vessel coated with cement <sup>Boiler room tank</sup> fully cemented if not give

particulars of composition remainder of tanks — cement pellets at seams and butts

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	94	199	Fore peak tank,	15.375	72
Double bottom, under Engines and Boilers,	-	-	After peak tank,	18.0	74
Double bottom, if under Engines only,	16	49	Deep tank, aft,		
Double bottom, if under Boilers only,	18	55	Deep tank, forward,		
Double bottom, forward,	120	304	Other tanks, if fitted,		
Total capacity of double bottom		607	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 5751

Date 14.3.30

Dates of Surveys held while building

1930. Feb. 28. Mar. 10. 12. Apr. 8. 28. 29. May. 6. 15. 20. 22. 28. June 3. 5. 16. 30. July. 17.  
11. 15. 28. Aug. 1. 5. 7. 8. 12. 13. 15. 18. 22. 25. 28. Sep. 9. 11. 12. 15. 16. 25.

Total No. of Visits 37.