

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 SEP 1930

Date of writing Report

19

When handed in at Local Office

27 SEP. 1930

Port of SUNDERLAND.

No. in Survey held at SUNDERLAND.

Date, First Survey 16 Apr.

Last Survey 25 Sep. 1930

Reg. Book.

(Number of Visits 41)

on the S.S. "SEA VENTURE".

Tons { Gross 2327  
Net 1375  
When built 1930.

Built at SUNDERLAND.

By whom built SWAN HUNTER &amp; WIGHAM RICHARDSON

Yard No. 1451

Engines made at SUNDERLAND.

By whom made N.E. MARINE ENG. CO. LD.

Engine No. 2763 when made 1930

Boilers made at SUNDERLAND.

By whom made N.E. MARINE ENG. CO. LD.

Boiler No. 2763 when made 1930.

Registered Horse Power

Owners DOVER NAVIGATION CO. LD.

Port belonging to DOVER.

Nom. Horse Power as per Rule

206.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

GENERAL CARGO.

## ENGINES, &amp;c.—Description of Engines

Triple Expansion.

Revs. per minute 73.

Dia. of Cylinders 20 1/2" x 33" x 54"

Length of Stroke 36"

No. of Cylinders 3.

No. of Cranks 3.

Crank shaft, dia. of journals

as per Rule 10.44

as fitted 10 5/8"

Crank pin dia. 10 5/8"

Crank webs

Mid. length breadth

shrink

Thickness parallel to axis 6 1/16"

Intermediate Shafts, diameter

as per Rule 9.946

as fitted 10 1/4"

Thrust shaft, diameter at collars

as per Rule 10.44

as fitted 10 5/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 11.216

as fitted 11 7/8"

Is the

tube

screw

shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule 0.639

as fitted 1/16"

Thickness between bushes

as per Rule 0.479

as fitted 9/16"

Is the after end of the liner made watertight in the

propeller boss

Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Yes

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

No.

Length of Bearing in Stern Bush next to and supporting propeller

3' 11 1/2"

Propeller, dia. 15' 0"

Pitch Variable

No. of Blades 4

Material C.I.

whether Moveable

No.

Total Developed Surface 80 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 21"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3 1/2"

Stroke 21"

Can one be overhauled while the other is at work

Yes.

Feed Pumps

No. and size 1 at 6" x 4" x 6"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size 1 at 6" x 7" x 9"

How driven

Steam

Ballast Pumps, No. and size 1 at 6" x 7" x 9"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 at 2 1/2"

In Holds, &amp;c. 2 at 2 1/2" Fore Hold — 2 at 2 1/2" Fore Main Hold — 2 at 2 1/2" Aft Main Hold — 1 at 2 1/2" Hold Well — 1 at 2 1/2" Tunnel Well.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 5 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 at 4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes.

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes.

Are all Sea Connections fitted direct on the skin of the ship

Yes.

Are they fitted with Valves or Cocks

Both.

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are the Overboard Discharges above or below the deep water line

Main Below Deck above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes.

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes.

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

Yes.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes.

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from Main Deck Level.

## MAIN BOILERS, &amp;c.—(Letter for record (S). )

Total Heating Surface of Boilers 3410 sq

Is Forced Draft fitted

No.

No. and Description of Boilers 2. S.B.

Working Pressure 160 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

IS A DONKEY BOILER FITTED? No.

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Yes.

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 1. C.I. Propeller — 2 each Top end, Bottom end, Main bearing bolts &amp; nuts — 6 Coupling bolts &amp; nuts — 2 each Feed &amp; Bilge pump valves — 1/2 cwt. iron plate — 1/2 cwt. iron bar — 50 assorted bolts &amp; nuts.

Superheater span. 20% jointing mjs — 10% steel plys — 5% studs &amp; nuts — 2% clamps — 2 special spanners &amp; tongs — grinding tools — 50% blowers &amp; chain valve lids &amp; seats.

The foregoing is a correct description,

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD.

John Neill

Manufacturer.

GENERAL MANAGER



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Lloyd's Register Foundation

W443-0175



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1930. Apr. 16. May. 13. 20. June 2. 27. July. 1. 2. 10. 11. 18. 21. 22. 23. 28. 30. 31. Aug. 1. 6. 7. 8. 11.  
During progress of work in shops - - -  
12. 14. 15. 19. 20. 21. 22. 25. 27. 28. 29. Sep. 1. 2. 3. 4. 9. 10. 12. 23. 25  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 41

Dates of Examination of principal parts—Cylinders <sup>HP</sup> 7-8-30 <sup>LP</sup> 2-7-30. Slides 2-6-30. Covers 19-8-30.  
Pistons 7-8-30. Piston Rods 1-7-30. Connecting rods 13-5-30.  
Crank shaft 23-7-30. Thrust shaft 23-7-30. Intermediate shafts 21-8-30.  
Tube shaft ✓ Screw shaft 19-8-30. Propeller <sup>W.</sup> 22-8-30. <sup>C.I.</sup> 3-9-30. <sup>C.I.</sup>  
Stern tube 19-8-30. Engine and boiler seatings 29-8-30. Engines holding down bolts 4-9-30.  
Completion of fitting sea connections 22-8-30.  
Completion of pumping arrangements 9-9-30. Boilers fixed 3-9-30. Engines tried under steam 9-9-30.  
Main boiler safety valves adjusted 9-9-30. Thickness of adjusting washers <sup>P.</sup>  $\frac{7}{16}$ " <sup>S.</sup>  $\frac{1}{32}$ " <sup>Seat.</sup>  $\frac{23}{64}$ " <sup>S.</sup>  $\frac{9}{32}$ "  
Crank shaft material Steel Identification Mark 3542 T.D.S. Thrust shaft material Steel Identification Mark 3542 T.D.S.  
Intermediate shafts, material Steel Identification Marks 3613 T.D.S. Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material Steel Identification Mark 3546 T.D.S. Steam Pipes, material Steel. Test pressure 540 lb. Date of Test 4-9-30.  
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. ✓  
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓  
Is this machinery duplicate of a previous case No. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The Engines and Boilers of this vessel have been built under Special Survey. The materials and workmanship are good. On completion, the machinery was fitted in the vessel and tried under steam with satisfactory results.

The Machinery of this vessel is in a good and efficient condition, and eligible, in my opinion, to have the notation \* L. M. C. 9-30. marked in red, in the Society's Register Book.

Vessel placed on Pontoon, Propeller, stern hatch and outside fastenings of sea connections examined.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 9.30. C-L

GARK

30/9/30

The amount of Entry Fee ... £ 4 : 0 : 0 When applied for,  
Special ... £ 51 : 10 : 0 22 SEP 1930  
Donkey Boiler Fee ... £ : : : When received,  
Travelling Expenses (if any) £ : : : 13.10.30

J. Scott.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 OCT 1930

Assigned

+ L.M.C. 9.30

CERTIFICATE WRITTEN.

C.L.



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