

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 28/11/38 When handed in at Local Office 12.12.38 Port of Glasgow
 No. in Survey held at Renfrew Date, First Survey 17.11.37 Last Survey 2-12-1938
 Req. Book on the HMS "Barmouth" (Number of Visits 38) Tons { Gross 626 Net 626
 Built at Renfrew By whom built W. Simons & Co. Ltd. Yard No. 721 When built 1938
 Engines made at Renfrew By whom made W. Simons & Co. Ltd. Engine No. 721 When made 1938
 Boilers made at Renfrew By whom made W. Simons & Co. Ltd. Boiler No. 721 When made 1938
 Registered Horse Power 124.8 Owners Admiralty Port belonging to Admiralty
 Nom. Horse Power as per Rule 211 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Boom defence vessel

ENGINES, &c. — Description of Engines Triple Expansion Revs. per minute 160
 Dia. of Cylinders 14 3/4 x 23 1/2 x 39 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 7.58 as per Rule 7.58 Crank pin dia. 4.45 Crank webs 13.375 Mid. length breadth 4.875 Thickness parallel to axis 4.875
 as fitted 7.75 Crank pin dia. 4.2 Mid. length thickness 4.875 Thickness around eye-hole 4.125
 Intermediate Shafts, diameter 4.375 as per Rule 4.375 Thrust shaft, diameter at collars 4.45 as per Rule 4.45
 as fitted 4.375 as fitted 4.45
 Tube Shafts, diameter 8.28 as per Rule 8.28 Screw Shaft, diameter 8.5 as per Rule 8.5 Is the tube shaft fitted with a continuous liner no
 as fitted 8.28 as fitted 8.5
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss yes
 as fitted as fitted as fitted as fitted
 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 yes
 If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 36.5
 Propeller, dia. 8'-10" Pitch 8'-2" No. of Blades 4 Material C.I. whether Movable no Total Developed Surface 22 sq. feet
 Feed Pumps worked from the Main Engines, No. 4 Diameter 4 Stroke 12 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 4 Diameter 4 Stroke 12 Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 4" x 5" x 12" stroke Pumps connected to the { No. and size 2 @ 5 1/4" x 7" x 12" stroke
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 2 @ 4" x 5" x 12" stroke Lubricating Oil Pumps, including spare Pump, No. and size 2 @ 4" x 5" x 12" stroke
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bi ge Pumps; — In Engine and Boiler Room ER-2 @ 2 1/2" B.R.-2 @ 2 1/2"
 In Pump Room 2 @ 2 1/2" Wing Compts. 1 @ 2" forehold. 1 @ 2" for ballast. 1 @ 2" F.P. In Holds, &c. 2 @ 2" Aft Ballast. 1 @ 2 1/2" magazine. 1 @ 2" Store.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 3" in ER, 1 @ 3" in BR. Are all the Bilge Suction Pipes in holds and tanks 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 (Admiralty fitting) 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 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 none How are they protected yes
 What pipes pass through the deep tanks yes 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 yes

MAIN BOILERS, &c. — (Letter for record (S)) Total Heating Surface of Boilers 3900 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers 2 S.E. Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Is the donkey boiler intended to be used for domestic purposes only yes
 PLANS. Are approved plans forwarded herewith for Shafting NO-25/10/37 Main Boilers 12-10-37 Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes - with Sh. & H. Oil fuel Burning Piping Arrangements yes
 SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied

The foregoing is a correct description,

FOR WM. SIMONS & CO. LTD.

Manufacturer.

SECRETARY



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Lloyd's Register
Foundation

003788-003799-0188

1937 Nov. 17 Dec. 20 (1938) Jan. 7. 20. 26 Feb. 8. 16. 23 Mar. 10. 30 Apr. 4. 13. 21. 22
 During progress of work in shops -- May. 3. 5. 10. 15. 27 June. 2. 9. 13. 20. 30 July. 7 Aug. 4. 19. 29. 31 Sep. 30 Oct. 3. 12. 13
 Dates of Survey while building During erection on board vessel -- 21. 27. 28 Nov. 9 Dec. 32
 Total No. of visits 38

Dates of Examination of principal parts—Cylinders 4-1-38 Slides 8-2-38 Covers 4-4-38
 Pistons 4-4-38 Piston Rods 4-4-38 Connecting rods 13-4-38 & Various
 Crank shaft 13-4-38 Thrust shaft 9-6-38 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 9-6-38 Propeller 4-8-38
 Stern tube 4-8-38 Engine and boiler seatings 4-8-38 Engines holding down bolts 12-10-38
 Completion of fitting sea connections 30-9-38 & various
 Completion of pumping arrangements 9-11-38 Boilers fixed 30-9-38 Engines tried under steam 9-11-38
 Main boiler safety valves adjusted 21-10-38 Thickness of adjusting washers FWD BLR $\frac{1}{4}$ " both AFT. P. $\frac{9}{32}$ " St $\frac{1}{4}$ "
 Crank shaft material Steel Identification Mark 721HS+ Thrust shaft material Steel Identification Mark 99TWB-HS
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark 9.23.30 Sept.
 Screw shaft, material Steel Identification Mark 79TWB-HS Steam Pipes, material Steel Test pressure 600 lbs Date of Test 12. Oct. 38
 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 the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 Is this machinery duplicate of a previous case Yes ✓ If so, state name of vessel Yes H.M.S. Barlow

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under Special Survey to approved plans in accordance with the Societies' Rules. Materials and workmanship are good. It has been installed in H.M.S. Barmouth, tried under working conditions & found satisfactory. It is eligible to be classed with record + LMC 12.38. 09.

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 13/12/38

The amount of Entry Fee ... £ 4.00.
 Special L.M.C. ... £ 52.15.0.
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 13 DEC 1938
 When received, 29/12/38
 GMR 30/12

Committee's Minute GLASGOW 13 DEC 1938 9.5.38

Assigned + Lmc 12.38

H. Sutherland
 Engineer Surveyor to Lloyd's Register of Shipping.