

## STEEL STEAMER OR MOTORSHIP

Received at London Office

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YESDate of completion of report 12<sup>th</sup> SEPTEMBER 1945 Port of DARTMOUTH No. 7691Survey held at DARTMOUTH Date First Survey 8<sup>th</sup> NOVEMBER 1943 Last Survey 24<sup>th</sup> AUGUST 1945On the (State if Machinery fitted A and if Single, Twin or Triple Screw) SINGLE SCREW BOOM DEFENCE VESSEL H.M.S. "BARITONE" (J6139)

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

FLUSH DECKState Type of Erections BOOM DEFENCE SERVICE.TONNAGE under Tonnage Deck ... 573.01Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓Total ✓Gross Tonnage 625.68NET Tonnage 291.99CLASS 100A - State if with freeboard as condition of Class NoLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 150Breadth (greatest moulded) B 32Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 171st Longitudinal Number (L x D) 22502nd Numeral L x (B + D) 7350Framing Depth "d," at middle of length. See Sec. 3 (1d) 15.45Proportions—Depth to Length—Uppermost continuous deck to top of keel 1 to 8.8  
Do. Long Bridge to top of keel NILDraught Moulded 11Built at DARTMOUTH.Launched 3<sup>rd</sup> MARCH 1945 Yard No. 1115Builders MESSRS PHILIP & SON, LTD.Owners THE ADMIRALTYManagers ✓  
(Where necessary to be entered in Reg. Book)Residence ✓Port of Registry ✓

If surveyed while building, afloat, or in dry dock

ON STOCKS, AFLOAT & IN DRY DOCK. WHILST BUILDING.

## REGISTERED DIMENSIONS.

FEET

153.0532.110.0

## 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.
RES, Spacing amidships	<u>23</u> ✓		Bracket Floors, Frame		
from $\frac{1}{2}$ length amidships to Collision bulkhead	<u>23</u> ✓		Reversed Frame		
in peaks	<u>23</u> ✓		Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
Upper Amidships, Angle, <u>88°</u>	<u>5 3 .34</u> ✓		top Angles		
Extends up to <u>UPPER DK.</u>			bottom Angles		
Reversed Frame Amidships, Angle	<u>3 3 .34</u> ✓		Side Girders, No. each side and thickness		
Extends up to <u>TOP OF FLOORS.</u>			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	<u>NIL</u> ✓		Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, <u>5 3 .34</u> ✓			Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
Second 'tween Decks, <u>5 3 .34</u> ✓			Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
<u>IN WAY OF BUNKERS</u> <u>6 3 .40</u> ✓			Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
Third	<u>✓</u> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<u>5 3 .34</u> ✓				
in Peaks, <u>5 3 .30</u> ✓			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>3/4 x 7 Dia.</u> ✓		Breadth and thickness of Middle Line Strake		
State if Frame Joggled	<u>No</u> ✓		Thickness of remainder in Holds		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>✓</u>		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?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>YES. SIDE KEELSONS</u> ✓		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>111°</u> or <u>112°</u> ✓	<u>5 3 .30</u> ✓	
Floors, Depth and thickness at mid-line in Holds	<u>22 1/2 x 3/4 IN HOLD</u> ✓		in way of Bridge, Angle, <u>111°</u> or <u>112°</u> ✓	<u>✓</u> ✓ ✓	
Height of Brackets at side above base line at toe of frame	<u>✓</u> ✓ ✓		Spacing	<u>23</u> ✓	
Middle Line Keelson, on Floors, Angle, <u>5 3 .40</u> (DOUBLE 50 IN B.R.) ✓			Second Deck, amidships, Angle, <u>111°</u> or <u>112°</u> ✓	<u>5 3 .34</u> ✓	
Through Plate or Inter-costal Plate	<u>22 1/2 x 3/5</u> (45 IN B.R.) ✓		Spacing	<u>23</u> ✓	
Foundation Plate on Floors	<u>NONE</u> ✓		Third Deck, amidships, Angle, <u>111°</u> or <u>112°</u> ✓		
Flat Plate Keel Angles	<u>3 1/2 3 1/2 .42</u> (52 IN B.R.) ✓		Spacing		
Side Keelsons, No. each side	<u>IN WAY OF HOLD ONE.</u> ✓		Fourth Deck, amidships, Angle, <u>111°</u> or <u>112°</u> ✓		
thickness of Inter-costal Plate	<u>.31</u> ✓		Spacing		
Angles <u>TO SHELL</u> <u>3 3 .31</u> ✓			Poop Deck, Angle, <u>111°</u> or <u>112°</u> ✓		
<u>B.A. TO FLOORS</u> <u>6 3 .40</u> ✓			Spacing		
DOUBLE BOTTOM.			Bridge Deck, Angle, <u>111°</u> or <u>112°</u> ✓		
Solid Floors, thickness and spacing			Spacing		
Are Frame and Reversed Frame joggled?			Forecastle Deck, Angle, <u>111°</u> or <u>112°</u> ✓		
Bracket Floors, breadth and thickness at middle line			Spacing		
breadth and thickness at margin plate					



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.	
PILLARS, No. of Rows		A.S. APPROVED									
in 'tween Decks, Size and Spacing		10 2 1/2									
" " " " (NEAR)		4 3 1/4									
in Hold		2 3 3/4 x 30"									
Centre Line Bulkhead.		BUNKER BIDS									
Stiffeners and Spacing		2 1/2 2 1/2 4" O.A. 36" CRS									
Plating, thickness of		3/16									
STRINGERS AND DECKS.		UPPER DECK									
Uppermost Continuous Deck.		4 1/2 33									
Stringer Plate, breadth and thickness in		3 1/2 3 1/2 34									
" " " " in way of Bridge		29									
Angle in		29									
Thickness of Plating abreast Deck openings in way of		29									
Thickness of Plating abreast Deck openings in way of		29									
Thickness of Plating within line of openings		29									
If Sheathed, material and thickness											
Second Deck.		4 1/2 30									
Stringer Plate, breadth and thickness in Wells											

  

SHELL PLATING.									
SCANTLINGS.				RIVETING.					
AS IN VESSEL.				EDGES.					
AMIDSHIPS.		FORWARD.		AFT.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.			
Breadth.	Thickness.	Thickness.	Thickness.	Single or Double.	Rivets.	No. of Rows of Rivets.	Butts.		
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		
40	40	40	40	DOUBLE	3/4 2 1/2	TRIPLE	3/4 2 1/2 STRAPPED		
Flat Plate Keel									
" Dblg. (if any)									
57 1/2	37	40	33	DOUBLE	3/4 2 1/2	DOUBLE	3/4 2 1/2 LAPPED		
Bottom Plating, No. of Strakes									
54	37	33	33	DOUBLE	3/4 2 1/2	DOUBLE	3/4 2 1/2 LAPPED		
59 1/2	37	33	33	DOUBLE	3/4 2 1/2	DOUBLE	3/4 2 1/2 LAPPED		
55	40	33	33	DOUBLE	3/4 2 1/2	TRIPLE	3/4 2 1/2 STRAPPED		
Bilge Plating, No. of Strakes									
Side Plating, No. of Strakes									
Upper Deck, Sheer-strake in Wells									
Upper Deck, Sheer-strake in Bridge									
Strake below Sheer-strake in Wells									
Strake below Sheer-strake in Bridge									
Poop Side Plating									
Bridge Side Plating									
Forecastle Side Plating									

  

WATERTIGHT BULKHEADS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c) SEVEN									
" Deck next below TWO									
As per Rule									
STIFFENERS.									
VERTICAL. <td colspan="2" style="text-align: center;">HORIZONTAL. <td colspan="2" style="text-align: center;">VERTICAL. <td colspan="2" style="text-align: center;">HORIZONTAL. <td colspan="2" style="text-align: center;">VERTICAL. </td></td></td></td>		HORIZONTAL. <td colspan="2" style="text-align: center;">VERTICAL. <td colspan="2" style="text-align: center;">HORIZONTAL. <td colspan="2" style="text-align: center;">VERTICAL. </td></td></td>		VERTICAL. <td colspan="2" style="text-align: center;">HORIZONTAL. <td colspan="2" style="text-align: center;">VERTICAL. </td></td>		HORIZONTAL. <td colspan="2" style="text-align: center;">VERTICAL. </td>		VERTICAL.	
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28 1/2 26	5 1/2 3	30	28 1/2 26	5 1/2 3	24	28 1/2 26	5 1/2 3	24	28 1/2 26
MIDSHIP BULKHEAD, Upper 'tween decks									
" No 40 F Second									
" " Third									
" " Holds									
COLLISION No 4 F (in Hold)									
AFTER PEAK No 73									

  

FORGINGS AND CASTINGS.									
Casting or Forging.									
Scantlings.									
Maker's Name.									
Any Departure from Approved Plans to be Noted.									
KEEL, Bar FLAT PLATE									
STEM Forging 4 1/2 4 FORSTER (SLO)									
STERN FRAME Propeller Post Forging 6 1/2 4									
" Rudder Forging 5 1/2 4									
Speed of Vessel 11.1 knots									
RUDDER Type SINGLE PLATE 75 INCH									
" A x D 126 1/4									
" Diam. of head 5 3/4									
" Mainpiece at top pintle 5 3/4									
" " heel 4 1/2									
" how constructed ARNOLD SHAW & HEDDING									
" double or single plate SINGLE									
" coupling, vertical or HORIZONTAL									

  

STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)									
DORMAN LONG, APPLEBY-FRODINGHAM, SKINNINGARQUE IRON CO, CONSETT IRON CO LTD (OPEN-HEARTH PROCESS)									
Has the Steel been tested as required by the Rules? YES									

EQUIPMENT No.										LETTER										ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TRST. PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.		Where and when tested, and Superintendent.													
1st Bower		10 0 0		10 0 0		10 0 0		10 0 0		10 0 0		HALL'S STOCKLESS		✓		ADMIRALTY SUPPLY													
2nd		10 0 0		10 0 0		10 0 0		10 0 0		10 0 0		✓		✓		✓													
3rd		10 0 0		10 0 0		10 0 0		10 0 0		10 0 0		✓		✓		✓													
Collective weight		2 2 0		2 2 0		2 2 0		2 2 0		2 2 0		ADMIRALTY PATENT		✓		ADMIRALTY SUPPLY													
Stream		2 2 0		2 2 0		2 2 0		2 2 0		2 2 0		✓		✓		✓													

  

CHAIN CABLES.										HAWERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire.		Length and size per Table 53.	
		Length. Diam.		Tons. Tons.		Cwts. qrs. lbs.		Cwts. qrs. lbs.		Length. Diam.		Length. Cir.		Length. Cir.		Length. Cir.		Length. Cir.		Length. Cir.		Length. Cir.	
✓		4 1/4 1 1/2		To work with 1000 ft of 4" wire each anchor																			
Iron Stream (Chain or Steel Wire)		100 2		F.S.W.R.																			

  

Steering Gear, Type (Power ~~Hand~~) TELE MOTOR & STEAM (DONIN'S) Alternative Means of Steering HAND

Steering Chains (Size and Test) NONE Windlass CLARKE, CHAPMAN & CO Boats 1 - 16' DINGY

Ceiling in Holds, thickness and material COVERING PLATES { IN HOLD 25" THICK IN MAGAZINE 18 1/2" THICK } Cargo Battens, thickness, material and spacing CONEX 2 1/2 x 3 1/2

Cargo Hatchways. (Upper Deck) ✓ Thickness of Hatches 2 3/4

Size of Hatchways No. 1 (Fwd.) 8' 0" x 6' 0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE FOR PHILIP & SON, LIMITED.

Builder's Signature John J. Parker MANAGING DIRECTOR

  

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel No (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

THIS VESSEL HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND THE SECRETARY'S LETTERS.

THE SCANTLINGS AND ARRANGEMENTS ARE IN ACCORDANCE WITH, OR EQUIVALENT TO, THOSE SHOWN ON THE APPROVED PLANS.

THE VESSEL IS ELIGIBLE IN MY OPINION TO BE CLASSED WITH THE NOTATION

100A - FOR GOVERNMENT SERVICE.

  

The amount of Entry Fee.										Fees applied for.									
CLASSIFICATION										25-9-1945									
SUPERVISION										190.0.0									
Special Survey Fee										Received by me.									
Travelling Expenses, if any										19									
State whether the Vessel has been built under Special Survey <u>YES</u>										I am of opinion the Vessel should be Classed <u>100A - FOR GOVERNMENT SERVICE.</u>									
Certificate to be sent to <u>DARTMOUTH</u>										Date of issue <u>22/11/46</u>									
Committee's Minute <u>FRI. 9 NOV 1945</u>										Character assigned <u>+100A - "For Government Service"</u>									
										<u>+LMC 8.45</u>									
										<u>F.D. O.G.</u>									

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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.)

THIS VESSEL IS A SISTER VESSEL OF H.M.S. BARFLAKE (DARTMOUTH REPORT NO 754) H.M.S. "BARFOIL" (DARTMOUTH REPORT NO 7547) & H.M.S. BARON (DARTMOUTH REPORT NO 762). ALL TANKS, BULKHEADS, AND WEATHER DECKS HAVE BEEN TESTED AS REQUIRED BY THE RULES AND SPECIFICATION. ALL OTHER REQUIREMENTS OF THE RULES HAVE BEEN COMPLIED WITH AS FAR AS APPLICABLE, AND THE WINDLASS AND STEERING GEAR HAVE BEEN TRIED UNDER FULL WORKING CONDITIONS. THE REQUIREMENTS OF THE ADMIRALTY SPECIFICATION HAVE BEEN SUPERVISED DURING BUILDING AND FITTING OUT, AND FULLY COMPLIED WITH.

PARTICULARS OF ELECTRIC WELDING (if employed)

THE WATERTIGHT BULKHEADS AND COAL BUNKER BULKHEADS HAVE BEEN WELDED TO THE SURVEYOR'S SATISFACTION AND IN ACCORDANCE WITH DRAWING NOS 1115/6/18 AND 1115/6/27 DULY APPROVED ON THE 22<sup>nd</sup> SEPTEMBER 1943 AND THE 4<sup>th</sup> OCTOBER 1943.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

✠ 100A - FOR GOVERNMENT SERVICE.

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. ☒ Signal Letters ☒ Extreme Breadth over Belting **32' 10"** Over-all Length **165' 10"**  
(Circ. 1611) (Circ. 1703) (CLEAR OF HORNS)

No. and Material of Decks **TWO - STEEL**

Parts of Bottom of Vessel coated with cement or approved composition **PEARL TANKS CEMENTED.**

Particulars of composition (if fitted) and of approval **BITUMASTIC.**

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	8.0	35
Double bottom, under Engines and Boilers,			After peak tank,	12.0	25
Double bottom, if under Engines only,			Deep tank, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only,			Deep tank, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, forward,			Other tanks, if fitted, <b>BALLAST</b>	13.5	24
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. **286**

Date **21-4-41.**

Dates of Surveys held while building

**8<sup>th</sup> NOVEMBER 1943**

**TO**

**24<sup>th</sup> AUGUST 1945**



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Total No. of Visits **62**