

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 12th SEPT. 1945 When handed in at Local Office 25th SEPT. 1945 Port of DARTMOUTH
 No. in Survey held at DARTMOUTH Date, First Survey 6-2-45 Last Survey 24-8-1945
 Reg. Book. on the SINGLE SCREW BOOM DEFENCE VESSEL H.M.S. "BARITONE" (J6139) (Number of Visits 36)
 Built at DARTMOUTH By whom built MESSRS PHILIP & SON, LTD. Yard No. 1115 Tons { Gross 625.68
 Engines made at HULL By whom made CHARLES D. HOLMES LTD Engine No. E1 Net 291.99
 Boilers made at PAISLEY By whom made MESSRS A.F. CRAIG & CO. LTD. Boiler No. 837 When built 1945
 INDICATED 850 Owners THE ADMIRALTY Port belonging to ✓
 Registered Horse Power 850
 Nom. Horse Power as per Rule 210 207 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which Vessel is intended GOVERNMENT SERVICE - BOOM DEFENCE

Engines, &c. Description of Engines TRIPLE EXPANSION. RECIPROCATING. Revs. per minute 176 FREE 160 TOWING.
 Dia. of Cylinders 14 3/4" x 23 1/2" x 39" Length of Stroke 24" No. of Cylinders THREE No. of Cranks THREE
 Crank shaft, dia. of journals as per Rule 7.615" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 13 3/8" Thickness parallel to axis 4 1/8"
 as fitted 7 3/4" Mid. length thickness 4 1/8" shrunk Thickness around eye-hole 3 3/8"
 Intermediate Shafts, diameter as per Rule 7.253" Thrust shaft, diameter at collars as per Rule 7.615"
 as fitted 7 3/8" None fitted as fitted 7 3/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 8.343" Is the ✓ screw shaft fitted with a continuous liner No
 as fitted ✓ as fitted 8 1/2"
 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
 as fitted ✓ as fitted ✓ propeller boss ✓
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 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 ✓
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after
 end of the SCREW shaft YES. NEWARK TYPE. Length of Bearing in Stern Bush next to and supporting propeller 3' 1"
 Propeller, dia. 9' 1" Pitch 7' 5" No. of Blades FOUR Material CAST IRON whether Moveable No Total Developed Surface 30 sq. feet
 Feed Pumps worked from the Main Engines, No. NONE Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. NONE Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size TWO - 7" x 5" x 12" Pumps connected to the { No. and size TWO - 5 1/4" x 7" x 12" ONE - 7" x 5 1/4" x 12" ONE - DOWNTON.
 How driven STEAM. Main Bilge Line How driven STEAM. STEAM. HAND.
 Ballast Pumps, No. and size TWO - 5 1/4" x 7" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps; - In Engine and Boiler Room ENG. ROOM 1 @ 3" AND 2 @ 2 1/2": BOILER ROOM 2 @ 2 1/2"
 In Holds, &c. ONE @ 2" IN HOLD, CENTRAL STORE, MAGAZINE, SPIRIT ROOM, INFLAMMABLE STORE, W.T. COMPARTMENT & PROVISION ROOM.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size ONE @ 3" 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 BELOW
 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 ✓
 What pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓
 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 ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c. - (Letter for record S) Total Heating Surface of Boilers 3840 sq. ft.
 Is Forced Draft fitted YES No. and Description of Boilers 2 S. B. Working Pressure 200 LBS. D.
 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 ✓ 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: -

AS PER ADMIRALTY REQUIREMENTS.

The foregoing is a correct description,

John J. Pauter
MANAGING DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

003800-003807-0016

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits DURING ERECTION ON BOARD. 36

Dates of Examination of principal parts—Cylinders 10-3-44 to 22-3-44 Slides 28-4-44 Covers 10-3-44 to 22-3-44
Pistons 19-5-44 Piston Rods 19-5-44 Connecting rods 12-5-44
Crank shaft 3-5-44 Thrust shaft 20-11-44 Intermediate shafts NONE.
Tube shaft NONE Screw shaft 5-4-44 Propeller 27-2-45
Stern tube 6-2-45 Engine and boiler seatings 3-3-45 Engines holding down bolts 1-6-
Completion of fitting sea connections 2-3-45
Completion of pumping arrangements 11-6-45 Boilers fixed 4-6-45 Engines tried under steam 29-6-45
Main boiler safety valves adjusted 15-6-45 Thickness of adjusting washers FORP AF1
Crank shaft material F.I. STEEL. Identification Mark PINS. 2549 F.H. 14-2-44 Thrust shaft material F.I. STEEL Identification Mark F.H. 24-2-44
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material F.I. STEEL Identification Mark F.H. 14-2-44 Steam Pipes, material S.D. STEEL Test pressure 600 LBS. Date of Test 14-4-45
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 No If so, have the requirements of the Rules been complied with
Is this machinery duplicate of a previous case YES. If so, state name of vessel H.M.S. "BARCOMBE"

General Remarks (State quality of workmanship, opinions as to class, &c.)

THIS MACHINERY HAS NOW BEEN SATISFACTORILY INSTALLED IN THE VESSEL IN ACCORDANCE WITH THE SOCIETY'S RULES, APPROVED PLANS, SECRETARY'S LETTERS AND SPECIFICATION. THE MACHINERY AND BOILERS WERE TRIED UNDER FULL WORKING CONDITIONS DURING A SEA TRIAL AND FOUND SATISFACTORY, AND ARE ELIGIBLE IN MY OPINION FOR CLASSIFICATION WITH THE NOTATION L.M.C. 8,45. O.G. F.D.

The amount of Entry Fee ... £ : : When applied for, 25-9-1945
Special SUPERVISION OF SPECIFIC £22-0-0
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 9 NOV 1945

Assigned + LMC 8,45
F.D. O.G.



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