

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

of writing Report 19... When handed in at Local Office 19... Port of HULL

o. in Survey held at HULL Date, First Survey 28-1-44 Last Survey 20-11-1944  
 (Number of Visits 24)

eg. Book on the Steel B.V. BARITONE J. 6139 Tons {Gross  
 Net

uilt at DARTMOUTH By whom built Philip & Son Ltd. Yard No. 1115 When built

gines made at HULL By whom made Chas. D. Holmes & Co. Engine No. E1 When made 1945

oilers made at GLASGOW By whom made Craig Boiler No. 837838 When made

egistered Horse Power Owners Port belonging to

om. Horse Power as per Rule HS? Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

rade for which vessel is intended

GINES, &c.—Description of Engines TRIPLE EXPANSION CONTRACT. Revs. per minute 160 under Towing Conditions  
170 Running Free

ia. of Cylinders 4 3/4, 2 3/4, 3 1/2 Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3

rank shaft, dia. of journals as per Rule 7.615 Crank pin dia. 7 3/4" Crank webs Mid. length breadth — Thickness parallel to axis 4 3/8"  
 as fitted 7 3/4" Mid. length thickness — shrunk Thickness around eye-hole 3 7/8"

Intermediate Shafts, diameter as per Rule 7.253 Thrust shaft, diameter at collars as per Rule 7.615  
 as fitted 7 3/8" as fitted 7.75

ube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8.343 Is the tube shaft fitted with a continuous liner { No ✓  
 as fitted NONE as fitted 8 1/2" { screw }

ronze 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 —

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

f 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 —

f 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 tube

ropeller, dia. 9'-1" Pitch 7'-5" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 30 sq. feet

eed 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 { No. and size — Pumps connected to the { No. and size —  
 pumps } How driven Main Bilge Line { How driven —

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

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 — In Holds, &c. —

In Pump Room —

Main Water Circulating Pump Direct Bilge Suctions, No. and size — Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size — Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes —

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 —

Are all Sea Connections fitted direct on the skin of the ship — Are they fitted with Valves or Cocks —

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates — Are the Overboard Discharges above or below the deep water line —

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel — Are the Blow Off Cocks fitted with a spigot and brass covering plate —

What Pipes pass through the bunkers — 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 —

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 — Is the Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record —) Total Heating Surface of Boilers —

Which Boilers are fitted with Forced Draft — Which Boilers are fitted with Superheaters —

No. and Description of Boilers — Working Pressure —

IS A REPORT ON MAIN BOILERS NOW FORWARDED? —

IS A DONKEY BOILER FITTED? — If so, is a report now forwarded? —

Can the donkey boiler be used for domestic purposes only —

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.

Has the spare gear required by the Rules been supplied —

State the principal additional spare gear supplied —

Auxiliaries ordered by Messrs C. D. Holmes & Co. for fitting aboard vessel and despatched direct from subcontractors.

AIR PUMP. Dawson & Downie 9" x 16" x 15"

One MAIN. One AUXILIARY Feed Pump each Dawson & Downie 7" x 5" x 15"

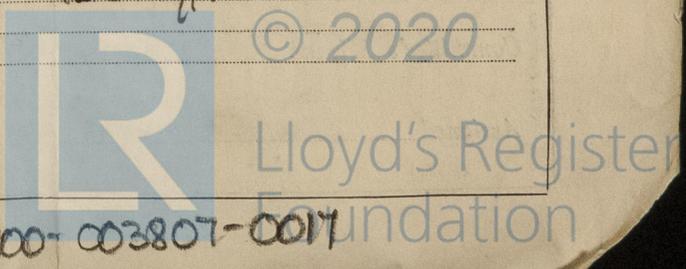
FIRE & BILGE PUMP. Dawson & Downie SINGLEX 7" x 7" x 15". Two off

Centrifugal Pump. C.N. Mackley 9"

The foregoing is a correct description.  
 FOR CHARLES D. HOLMES & CO., LTD.

W.R. Craig Manager

Manufacturer.



003800-003807-0011

"BARITONE."

Dates of Survey while building

During progress of work in shops -- { 1944 Jan 28. Feb. 4. 11. 18. 25. Mar 6. 10. 20. 22. 24. 31. Apr. 5. 18. 21. 28. May 3. 5. 12. 19. 25. 26. June 16. Nov. 2. 20.

During erection on board vessel - - - {

Total No. of visits 24

Dates of Examination of principal parts—Cylinders 10/3/44 20/3/44 22/3/44 Slides 28/4/44 Covers 10/3/44 20/3/44 22/3/44

Pistons 12/5/44 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

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted

Crank shaft material F-1. Steel Identification Mark 2549. FH. 14-2-44. Thickness of adjusting washers 2218. FH. 2-12-43.

Intermediate shafts, material NONE Identification Marks Tube shaft, material NONE Identification Mark 2576. FH.

Screw shaft, material F-1. Steel Identification Mark 2544. FH. Steam Pipes, material 14-2-44. Test pressure Date of Test

Is an installation fitted for burning oil fuel 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.....If so, state name of vessel Similar to "Barcombe"

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

The Main Engines of this Vessel have been constructed under special survey in accordance with the approved plans, the Rules and the Specifications. The material and workmanship are good.

Certificate to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 16 : - : -

Supervision of Specifications Special ... £ 16 : - : -

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for, MAR 1945

Supervisor of Specifications

When received, A/o rendered from London 18.4.46

*J. Steina*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FRI. 9 NOV 1945

Assigned ... See F.E. Machy. rpt.

