

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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

of writing Report... Date, First Survey 28-1-44 Last Survey 20-11-1944

in Survey held at HULL (Number of Visits 24)

Reg. 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

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

Boilers made at GLASGOW By whom made Craig Boiler No. 837,838 When made

Registered Horse Power Owners Port belonging to

om. Horse Power as per Rule 145 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 Condition

No. of Cylinders 3 Length of Stroke 24" No. of Cranks 3 No. of Cranks 3 Thickness parallel to axis 4 3/8"

Crank shaft, dia. of journals as per Rule 7.615 Crank pin dia. 7 3/4" Crank webs Mid. length breadth — Mid. length thickness — 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 7.75

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

ronze Liners, thickness in way of bushes as per Rule — as fitted — Thickness between bushes as per Rule — as fitted — Is the after end of the liner made watertight in the

propeller 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

propeller, 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? — If so, is a report now forwarded? —

IS A DONKEY BOILER FITTED? —

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

Auxiliary 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. H. Mackley 9".

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.

W. R. Craig Manager

003800-003807-0011

"BARITONE."

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 19/3/44 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 Thickness of adjusting washers
Crank shaft material F.1. Steel Comp. 2663 FH. 20/3/44 Joints 2218 FH. 2.12.43.
Identification Mark Pius 2549. FH. Thrust shaft material F.1. Steel Identification Mark 2576. FH.
Intermediate shafts, material None Identification Marks Tube shaft, material None Identification Mark
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.

The amount of Entry Fee ... £ 16 : - :
Special Specification ... £ 16 : - :
Donkey Boiler Fee ... £
Travelling Expenses (if any) £
When applied for, MAR 1945
When received, A/o rendered from London 18.4.46

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

Assigned ... See F.E. machy. rpt.