

TRANSFERRED TO:  
L. R. SYSTEM

No. 2113

THE BRITISH CORPORATION FOR THE SURVEY

AND  
**RETAIN**  
REGISTRY OF SHIPPING.

Report No. 1908 No. in Register Book 3227

S.S. "STRAMORE"

Makers of Engines THE AILSA SHIPBUILDING CO. LTD. TROON

Works No. 130

Makers of Main Boilers THE FORTH S. & E. CO. LTD.

Works No. 1854

Makers of Donkey Boiler NONE

Works No. ✓

MACHINERY.



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No.

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. .... No. in Register Book .....

Received at Head Office

28<sup>th</sup> November 1925

Surveyor's Report on the New Engines, Boilers, and Auxiliary  
Machinery of the ~~Single Screw~~ <sup>Single Triple</sup> Screw STEAMSHIP

— "STRAMORE" —

Official No. .... Port of Registry BELFAST

Registered Owners J. KELLY, LIMITED. BELFAST

Engines Built by THE AILSA SHIPBUILDING CO LTD TROON

at TROON

Main Boilers Built by THE FORTH S. & E. CO LTD

at GOVAN, GLASGOW

Donkey " " NONE

at

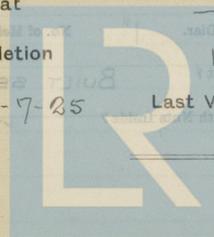
Date of Completion

18-11-25

First Visit 1-7-25

Last Visit 18-11-25

Total Visits 18



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## RECIPROCATING ENGINES.

Works No. 130 No. of Sets ONE Description

TRIPLE EXPANSION. SURFACE CONDENSING. DIRECT ACTING

No. of Cylinders each Engine 3 No. of Cranks 3  
Diars. of Cylinders  $9\frac{1}{2}$ "  $15\frac{1}{2}$ "  $26$ " Stroke 18"

Cubic feet in each L.P. Cylinder 553

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.? YES

" " " each Receiver? TO TOP OF I.P. &amp; L.P. ONLY.

Type of H.P. Valves, PISTON

" 1st I.P. " COMMON SLIDE

" 2nd I.P. " -

" L.P. " Do.

" Valve Gear STEPHENSONS LINK MOTION

" Condenser IRON. CAST WITH 1 P. COLUMN Cooling Surface 320 sq. ft.

Diameter of Piston Rods (plain part)  $2\frac{1}{2}$ " Screwed part (bottom of thread) 2"

Material " INGOT STEEL

Diar. of Connecting Rods (smallest part)  $2\frac{3}{4}$ " Material INGOT STEEL" Crosshead Gudgeons  $2\frac{3}{4}$ " Length of Bearing  $2\frac{3}{4}$ " Material DoNo. of Crosshead Bolts (each) 4 Diar. over Thrd.  $1\frac{1}{4}$ " Thrds. per inch Material STEEL" Crank Pin " " 2 "  $1\frac{1}{2}$ " " " Do" Main Bearings 6 Lengths  $5\frac{1}{8}$ "" Bolts in each 2 Diar. over Thread  $1\frac{1}{2}$ " Threads per inch Material STEEL

" Holding Down Bolts, each Engine 38 Diar. 1" No. of Metal Chocks 38

Are the Engines bolted to the Tank Top or to a Built Seat? BUILT SEAT

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? ✓

If not, how are they fitted?

Connecting Rods, Forged by { M.W. ROBERTSON & CO. L<sup>TD</sup>. AVON STEEL WORKS  
GLENPARK ST. DENNISTOUN. GLASGOW.

Piston " " Do.

Crossheads, " " Do.

Connecting Rods, Finished by THE AILSA SHIPBUILDING CO L<sup>TD</sup>

Piston " " Do.

Crossheads, " " Do.

Date of Harbour Trial 12-11-25

" Trial Trip 18-11-25

Trials run at FIRTH OF CYLDE (ARRAN MILE)

Were the Engines tested to full power under Sea-going conditions? YES

If so, what was the I.H.P.? 343.9 Revols. per min. 159

Pressure in 1st I.P. Receiver, 182 lbs., 2nd I.P., 75 lbs., L.P., 15 lbs., Vacuum, 28 ins.

Speed on Trial 8½ KNOTS

If the Conditions on Trial were such that full power records were not obtained give the following estimated

data:—

Builders' estimated I.H.P. 300 Revols. per min. 170

Estimated Speed 8½ KNOTS.



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## TURBO-ELECTRIC PROPELLING MACHINERY.

No. of Turbo-Generating Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafting

Are the Propeller Shafts driven direct by the Motors or through Gearing?

Is Single or Double Reduction Gear employed?

Description of Motors

Diar. of 1st Reduction Pinion

" 1st " Wheel

} Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

" 2nd " Wheel

} Width

Pitch of Teeth

Estimated Pressure per lineal inch

Revol. per min. of Generators at Full Power

" Motors "

" " 1st Reduction Shaft

" " 2nd "

" " Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revol. per min.

S.H.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

## DESCRIPTION OF INSTALLATION.



## SHAFTING.

Are the Crank Shafts Built or Solid? **BUILT**

No. of Lengths in each **ONE** Angle of Cranks **120°**

Diar. by Rule **4.987"** Actual **5 1/8"** In Way of Webs **5 1/4"**

" of Crank Pins **5 1/8"** Length between Webs **5 5/8"**

Greatest Width of Crank Webs **9 3/4"** Thickness **3 1/4"**

Least " " **9 3/4"** " " **3 1/4"**

Diar. of Keys in Crank Webs **1"** Length **2"**

" Dowels in Crank Pins **NONE** Length **-** Screwed or Plain **-**

No. of Bolts each Coupling **4** Diar. at Mid Length **1 3/8"** Diar. of Pitch Circle **9"**

Greatest Distance from Edge of Main Bearing to Crank Web **CLEARANCE**

Type of Thrust Blocks **HORSESHOE**

No. " Rings **3**

Diar. of Thrust Shafts at bottom of Collars **5 1/8"** No. of Collars **3**

" " Forward Coupling **5 1/8"** At Aft Coupling **5 1/8"**

Diar. of Intermediate Shafting by Rule **-** Actual **NONE** No. of Lengths **-**

No. of Bolts, each Coupling **-** Diar. at Mid Length **-** Diar. of Pitch Circle **-**

Diar. of Propeller Shafts by Rule **5.333"** Actual **5 3/4"** At Couplings **5 7/8"**

Are Propeller Shafts fitted with Continuous Brass Liners? **YES**

Diar. over Liners **6 3/4" & 6 7/8"** Length of After Bearings **1'-11"**

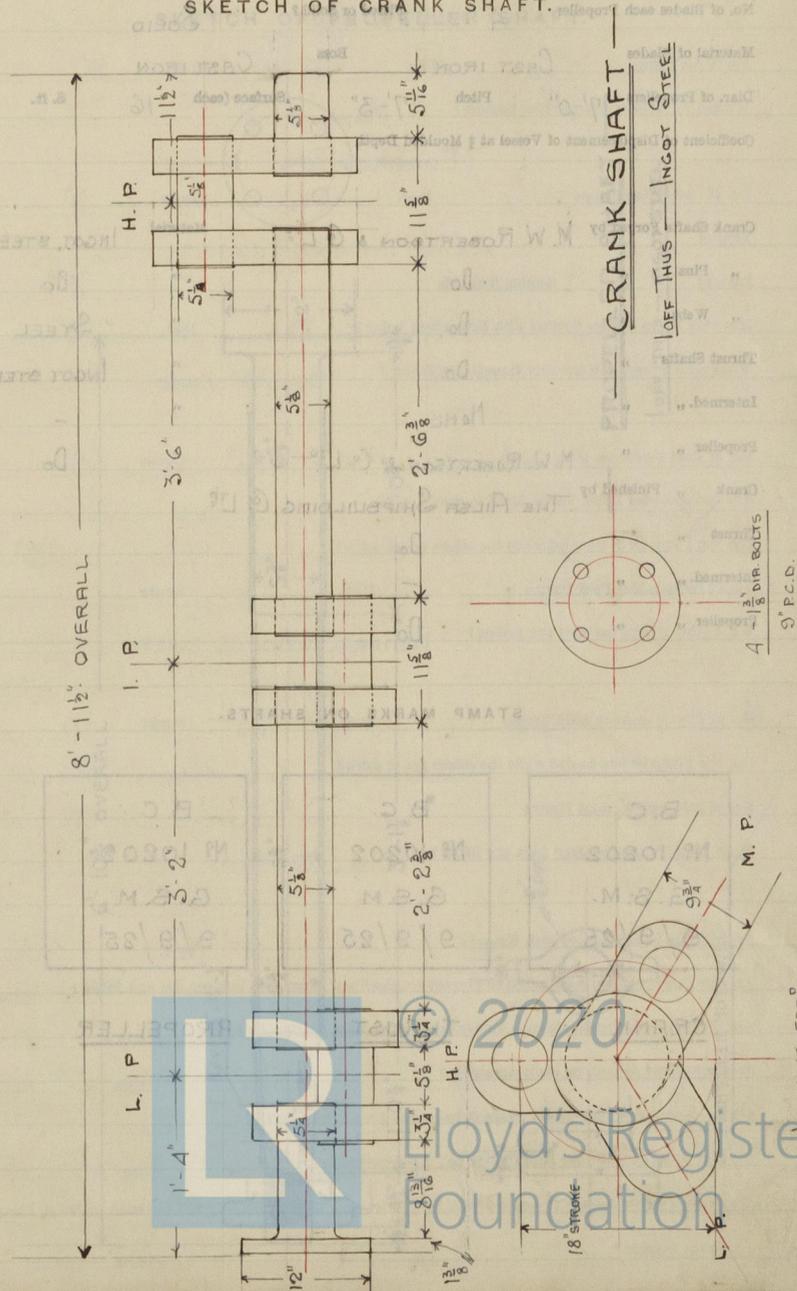
Of what Material are the After Bearings composed? **BRASS & LIGNUMVITAE**

Are Means provided for Lubricating the After Bearings with Oil? **No**

" " to prevent Sea Water entering the Stern Tubes? **No**

If so, what Type is adopted? **✓**

## SKETCH OF CRANK SHAFT.





PUMPS, ETC. OF MOTOR

No. of Air Pumps ONE Diar. 9" Stroke 9"

Worked by Main or Independent Engines? MAIN  
(EDWARDS TYPE)

No. of Circulating Pumps 1 Diar. 6" Stroke 9"

Type of " WORKED OFF MAIN ENGINES

Diar. of " Suction from Sea 4"

Has each Pump a Bilge Suction with Non-return Valve? YES Diar. 3"

What other Pumps can circulate through Condenser? BALLAST PUMP

No. of Feed Pumps on Main Engine 1 Diar. 2 1/2" Stroke 9"

Are Spring-loaded Relief Valves fitted to each Pump? YES

Can one Pump be overhauled while the others are at work? ✓

No. of Independent Feed Pumps ✓ Diar. " Stroke "

What other Pumps can feed the Boilers? GENERAL SERVICE PUMP

No. of Bilge Pumps on Main Engine 1 Diar. 2 1/4" Stroke 9"

Can one Pump be overhauled while the others are at work? ✓

No. of Independent Bilge Pumps ✓

What other Pumps can draw from the Bilges? BALLAST PUMP.

Are all Bilge Suctions fitted with Roses? YES

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges? YES

Are all Sea Connections made with Valves or Cocks next the Ship's sides? YES

Are they placed so as to be easily accessible? YES

Are the Discharge Chests placed above or below the Deep Load Line? ABOVE

Are they fitted direct to the Hull Plating and easily accessible? YES

Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Flanges on the Outside? YES



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## BOILERS.

Works No. 1854

No. of Boilers ONE Type CYLINDRICAL, MULTITUBULAR

Single or Double-ended SINGLE

No. of Furnaces in each TWO

Type of Furnaces PLAIN

Date when Plan approved 2/6/25

Approved Working Pressure 180 LBS.

Hydraulic Test Pressure 320 LBS.

Date of Hydraulic Test 25-9-25

„ when Safety Valves set 12-11-25

Pressure at which Valves were set 185 LBS.

Date of Accumulation Test 12-11-25

Maximum Pressure under Accumulation Test 187 LBS.

System of Draught NATURAL

Can Boilers be worked separately?

Makers of Plates THE STEEL CO OF SCOTLAND, L<sup>TD</sup>

FURNACE PLATES THE PATENT SHAFT & AXLE TREE CO L<sup>TD</sup>. WEDNESBURY.

„ Stay Bars THE STEEL CO OF SCOTLAND, L<sup>TD</sup>

„ Rivets THE RIVET, BOLT & NUT CO. L<sup>TD</sup>

„ Furnaces JOHN THOMPSON (WOLVERHAMPTON) L<sup>TD</sup>

Greatest Internal Diam. of Boilers 10'-6"

„ „ Length „ 10'-0"

Square Feet of Heating Surface each Boiler 940

„ „ Grate „ „ 33.25

No. of Safety Valves each Boiler ONE Rule Diam. 2" Actual 2"

Are the Safety Valves fitted with Easing Gear? YES

No. of Pressure Gauges, each Boiler ONE No. of Water Gauges ONE

„ Test Cocks „ 3 „ Salinometer Cocks ONE

## HYDRAULIC TEST OF BOILER

B.C. TEST  
 No. 4925  
 320 lbs  
 W.P. 180 lbs.  
 G. S. M.  
 25 / 9 / 25



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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars? **PILLARS**

Are the Water Gauge Pillars fitted direct to the Boiler Shells or connected by Pipes? **PIPES**

Are these Pipes connected to Boilers by Cocks or Valves? **COCKS**

Are Blow-off Cocks or Valves fitted on Boiler Shells? **VALVES**

No. of Strakes of Shell Plating in each Boiler **ONE**

Plates in each Strake **TWO**

Thickness of Shell Plates Approved  $\frac{7}{8}$ "

" " in Boilers  $\frac{7}{8}$ "

Are the Rivets Iron or Steel? **STEEL**

Are the Longitudinal Seams Butt or Lap Joints? **BUTT**

Are the Butt Straps Single or Double? **DOUBLE**

Are the Double Butt Straps of equal width? **YES**

Thickness of outside Butt Straps  $\frac{11}{16}$ "

" inside "  $\frac{13}{16}$ "

Are Longitudinal Seams Hand or Machine Riveted? **MACHINE**

Are they Single, Double, or Treble Riveted? **TREBLE**

No. of Rivets in a Pitch **5**

Diar. of Rivet Holes  $\frac{15}{16}$ " Pitch  **$6\frac{1}{8}$ "**

No. of Rows of Rivets in Centre Circumferential Seams **✓**

Are these Seams Hand or Machine Riveted? **✓**

Diar. of Rivet Holes **✓** Pitch **✓**

No. of Rows of Rivets in Front End Circumferential Seams **2**

Are these Seams Hand or Machine riveted? **HAND**

Diar. of Rivet Holes  $\frac{15}{16}$ " Pitch  **$3\frac{1}{2}$ "**

No. of Rows of Rivets in Back End Circumferential Seams **2**

Are these Seams Hand or Machine Riveted? **MACHINE**

Diar. of Rivet Holes  $\frac{15}{16}$ " Pitch  **$3\frac{1}{2}$ "**

Size of Manholes in Shell  **$16" \times 12"$**

Dimensions of Compensating Rings  **$2'-3" + 2'-7" \times \frac{7}{8}"$**



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Thickness of End Plates in Steam Space Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 Pitch of Steam Space Stays 13" x 15"  
 Diar. " " " " Approved  $2\frac{3}{8}$ " Threads per Inch 6  
 " " " " " in Boilers  $2\frac{3}{8}$ " " 6  
 Material of " " " STEEL  
 How are Stays Secured? DOUBLE NUTS  
 Diar. and Thickness of Loose Washers on End Plates  $8\frac{1}{2}$ " x  $\frac{3}{4}$ "  
 " " " Riveted " " " ✓  
 Width " " " Doubling Strips "  $\frac{7}{8}$ "  
 Thickness of Middle Back End Plates Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 Thickness of Doublings in Wide Spaces between Fireboxes ✓  
 Pitch of Stays at " " " " " 8" + 10"  
 Diar. of Stays Approved  $1\frac{7}{8}$ " Threads per Inch 9  
 " " " " " in Boilers  $1\frac{7}{8}$ " " 9  
 Material of " " " STEEL  
 Are Stays fitted with Nuts outside? YES  
 Thickness of Back End Plates at Bottom Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 Pitch of Stays at Wide Spaces between Fireboxes 8" + 10"  
 Thickness of Doublings in " " ✓  
 Thickness of Front End Plates at Bottom Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 No. of Longitudinal Stays in Spaces between Furnaces ONE

Thickness of End Plates in Steam Space Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 Pitch of Steam Space Stays 13" x 15"  
 Diar. " " " " Approved  $2\frac{3}{8}$ " Threads per Inch 6  
 " " " " " in Boilers  $2\frac{3}{8}$ " " 6  
 Material of " " " STEEL  
 How are Stays Secured? DOUBLE NUTS  
 Diar. and Thickness of Loose Washers on End Plates  $8\frac{1}{2}$ " x  $\frac{3}{4}$ "  
 " " " Riveted " " " ✓  
 Width " " " Doubling Strips "  $\frac{7}{8}$ "  
 Thickness of Middle Back End Plates Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 Thickness of Doublings in Wide Spaces between Fireboxes ✓  
 Pitch of Stays at " " " " " 8" + 10"  
 Diar. of Stays Approved  $1\frac{7}{8}$ " Threads per Inch 9  
 " " " " " in Boilers  $1\frac{7}{8}$ " " 9  
 Material of " " " STEEL  
 Are Stays fitted with Nuts outside? YES  
 Thickness of Back End Plates at Bottom Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 Pitch of Stays at Wide Spaces between Fireboxes 8" + 10"  
 Thickness of Doublings in " " ✓  
 Thickness of Front End Plates at Bottom Approved  $\frac{27}{32}$ "  
 " " " " " in Boilers  $\frac{27}{32}$ "  
 No. of Longitudinal Stays in Spaces between Furnaces ONE



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Diar. of Stay Approved	$2\frac{3}{8}$ "	Threads per Inch	6
" " in Boilers	$2\frac{3}{8}$ "		6
Material "			STEEL
Thickness of Front Tube Plates Approved			$\frac{27}{32}$ "
" " " " in Boilers			$\frac{27}{32}$ "
Pitch of Stay Tubes at Spaces between Stacks of Tubes			$4\frac{3}{8}$ " & $8\frac{3}{4}$ "
Thickness of Doublings in " " "			$\frac{5}{16}$ " & $\frac{3}{8}$ "
" Stay Tubes at " " "			
Are Stay Tubes fitted with Nuts at Front End ?			4 WITH NUTS, 38 WITHOUT
Thickness of Back Tube Plates Approved			$\frac{25}{32}$ "
" " " in Boilers			$\frac{25}{32}$ "
Pitch of Stay Tubes in Back Tube Plates			VARIOUS
" Plain "			$4\frac{3}{8}$ "
Thickness of Stay Tubes			$\frac{5}{16}$ " & $\frac{3}{8}$ "
" Plain "			S.W.G.
External Diar. of Tubes			$3\frac{1}{2}$ "
Material "			LAPWELDED IRON
Thickness of Furnace Plates Approved			$\frac{23}{32}$ "
" " " in Boilers			$\frac{23}{32}$ "
Smallest outside Diar. of Furnaces			$3'-3\frac{7}{16}$ "
Length between Tube Plates			$6'-6"$
Width of Combustion Chambers (Front to Back)			$2'-7\frac{9}{16}$ "
Thickness of " " Tops Approved			$\frac{21}{32}$ "
" " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Tops			$7\frac{1}{2}$ " x $10"$

Diar. of Stay Approved			
" " in Boilers			
Material "			STEEL
Thickness of Front Tube Plates Approved			$\frac{27}{32}$ "
" " " " in Boilers			$\frac{27}{32}$ "
Pitch of Stay Tubes at Spaces between Stacks of Tubes			$4\frac{3}{8}$ " & $8\frac{3}{4}$ "
Thickness of Doublings in " " "			$\frac{5}{16}$ " & $\frac{3}{8}$ "
" Stay Tubes at " " "			
Are Stay Tubes fitted with Nuts at Front End ?			4 WITH NUTS, 38 WITHOUT
Thickness of Back Tube Plates Approved			$\frac{25}{32}$ "
" " " in Boilers			$\frac{25}{32}$ "
Pitch of Stay Tubes in Back Tube Plates			VARIOUS
" Plain "			$4\frac{3}{8}$ "
Thickness of Stay Tubes			$\frac{5}{16}$ " & $\frac{3}{8}$ "
" Plain "			S.W.G.
External Diar. of Tubes			$3\frac{1}{2}$ "
Material "			LAPWELDED IRON
Thickness of Furnace Plates Approved			$\frac{23}{32}$ "
" " " in Boilers			$\frac{23}{32}$ "
Smallest outside Diar. of Furnaces			$3'-3\frac{7}{16}$ "
Length between Tube Plates			$6'-6"$
Width of Combustion Chambers (Front to Back)			$2'-7\frac{9}{16}$ "
Thickness of " " Tops Approved			$\frac{21}{32}$ "
" " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Tops			$7\frac{1}{2}$ " x $10"$



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Diam. of Screwed Stays Approved	$\frac{5}{8}$ "	Threads per Inch	9
" " " in Boilers	$\frac{5}{8}$ "		9
Material " "			STEEL
Thickness of Combustion Chamber Sides Approved			$\frac{21}{32}$ "
" " " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Sides			8" x 10"
Diam. " " Approved	$\frac{5}{8}$ "	Threads per Inch	9
" " " in Boilers	$\frac{5}{8}$ "		9
Material " "			STEEL
Thickness of Combustion Chamber Backs Approved			$\frac{21}{32}$ "
" " " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Backs			8 $\frac{1}{2}$ " x 8 $\frac{3}{4}$ "
Diam. " " Approved	$\frac{3}{4}$ " & $\frac{5}{8}$ "	Threads per Inch	9
" " " in Boilers	$\frac{3}{4}$ " & $\frac{5}{8}$ "		9
Material " "			STEEL
Are all Screwed Stays fitted with Nuts inside C.O.?			YES
Thickness of Combustion Chamber Bottoms			$\frac{21}{32}$ "
No. of Girders over each Wing Chamber			5
" " " Centre "			✓
Depth and Thickness of Girders			7 $\frac{1}{2}$ " x $\frac{3}{4}$ "
Material of Girders			STEEL
No. of Stays in each			2
No. of Tubes, each Boiler	82 PLAIN, 50 STAY,	132 TOTAL	
Size of Lower Manholes			15" x 11"

## VERTICAL DONKEY BOILERS

No. of Boilers \_\_\_\_\_  
 Type \_\_\_\_\_  
 Greatest Int. Diam. \_\_\_\_\_  
 Height \_\_\_\_\_  
 Height of Boiler Crown above Fire Grate \_\_\_\_\_  
 Are Boiler Crowns Flat or Dished? \_\_\_\_\_  
 Internal Radius of Dished Ends \_\_\_\_\_  
 Thickness of Plates \_\_\_\_\_  
 Description of Seams in Boiler Crown \_\_\_\_\_  
 Diam. of Rivet Holes \_\_\_\_\_  
 Width of Overlap \_\_\_\_\_  
 Height of Smoke Box Crown above Fire Grate \_\_\_\_\_  
 Are Smoke Crowns Flat or Dished? \_\_\_\_\_  
 External Radius of Dished Crowns \_\_\_\_\_  
 Thickness of Plates \_\_\_\_\_  
 No. of Crown Stays \_\_\_\_\_  
 Diam. \_\_\_\_\_  
 External Diam. of Triples at Top \_\_\_\_\_  
 Thickness of Plates \_\_\_\_\_  
 No. of Water Tubes \_\_\_\_\_  
 Ext. Diam. \_\_\_\_\_  
 Internal of Water Tubes \_\_\_\_\_  
 Size of Manhole in Shell \_\_\_\_\_  
 Dimensions of Compressing Link \_\_\_\_\_  
 Heating Surface, each Boiler \_\_\_\_\_  
 Total Heating Surface \_\_\_\_\_  
 Description of Superheaters \_\_\_\_\_  
 Which Boilers are connected to Superheaters? \_\_\_\_\_  
 Can Superheaters be used for heating the water? \_\_\_\_\_  
 No. of Safety Valves on each Superheater \_\_\_\_\_  
 Diam. \_\_\_\_\_  
 No. of Safety Valves on Water \_\_\_\_\_  
 Diam. \_\_\_\_\_  
 No. of Safety Valves on Water \_\_\_\_\_  
 Diam. \_\_\_\_\_

NONE

SUPERHEATERS

NONE

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## VERTICAL DONKEY BOILERS.

No. of Boilers *1* Type *1*

Greatest Int. Diar. *36* Height *12*

Height of Boiler Crown above Fire Grate *12*

Are Boiler Crowns Flat or Dished? *None*

Internal Radius of Dished Ends *None* Thickness of Plates *None*

Description of Seams in Boiler Crowns *None*

Diar. of Rivet Holes *None* Pitch *None* Width of Overlap *None*

Height of Firebox Crowns above Fire Grate *None*

Are Firebox Crowns Flat or Dished? *None*

External Radius of Dished Crowns *None* Thickness of Plates *None*

No. of Crown Stays *None* Diar. *None* Material *None*

External Diar. of Firebox at Top *None* Bottom *None* Thickness of Plates *None*

No. of Water Tubes *None* Ext. Diar. *None* Thickness *None*

Material of Water Tubes *None*

Size of Manhole in Shell *None*

Dimensions of Compensating Ring *None*

Heating Surface, each Boiler *None* Grate Surface *None*

## SUPERHEATERS.

Description of Superheaters *None*

Where situated? *None*

Which Boilers are connected to Superheaters? *None*

Can Superheaters be shut off while Boilers are working? *None*

No. of Safety Valves on each Superheater *None* Diar. *None*

Are " " fitted with Easing Gear? *None*

Date of Hydraulic Test *None* Test Pressure *None*

Date when Safety Valves set *None* Pressure on Valves *None*

## MAIN STEAM PIPES.



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## MAIN STEAM PIPES.

No. of Lengths	ONE		
Material	COPPER		
Brazed, Welded or Seamless	SEAMLESS		
Internal Diar.	3'		
Thickness	8 W.G.		
How are Flanges secured?	BRAZED		
Date of Hydraulic Test	6-11-25		
Test Pressure	540 LBS.		
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			



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## EVAPORATORS.

No.	Type	Tons per Day
	NONE	
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

## FEED WATER HEATERS.

No.	Type	
	NONE	
Makers		
Working Pressure	Test Pressure	Date of Test

## FEED WATER FILTERS.

No.	Type	Size
	NONE	
Makers		
Working Pressure	Test Pressure	Date of Test

## LIST OF DONKEY PUMPS.

BALLAST PUMP. 1 D.A. THOM, LAMONT & CO. L<sup>o</sup> N<sup>o</sup> 7895 5' 5" x 6"  
 SUCTIONS:- SEA. BILGES. PEAK TANKS. SEPARATE BILGE.  
 DISCHARGES:- OVERBOARD. CONDENSER. PEAK TANKS.

GEN<sup>l</sup> SERVICE P/P. 1 D.A. THOM, LAMONT & CO. L<sup>o</sup> N<sup>o</sup> 12746 4 1/2' x 3' x 6"  
 SUCTIONS:- SEA. PEAKS. HOTWELL. BOILER  
 DISCHARGES:- DECK. OVERBOARD. BOILER.

PUMPING TRIALS SATISFACTORILY CARRIED OUT THUR. 12<sup>TH</sup> NOV. 1925



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RESULTS OF TESTS

No. of Dynamos NONE

Time required to obtain this result.	Temp. at this point.	Temp. at end of trial.	Temp. at beginning of trial.	COMMENTS

No. of Dynamos NONE

Particulars of Dynamos in connection with this test

No. of Dynamos	No. of Computers	No. of Cables

Articles of Spare Gear for Refigerating Plant carried on board:—

Quantity	Description

ELECTRIC LIGHTING.

Installation Fitted by NONE

No. and Description of Dynamos

Makers of Dynamos

Capacity      Amperes, at      Volts,      Revols. per Min.

Current Alternating or Continuous

Single or Double Wire System

Position of Dynamos

„ Main Switch Board

No. of Circuits to which Switches are provided on Main Switch Board

Particulars of these Circuits:—

Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.

Total No. of Lights

No. of Motors driving Fans, &c.

No. of Heaters

Current required for Motors and Heaters



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Positions of Auxiliary Switch Boards, with No. of Switches on each

Installation fitted by \_\_\_\_\_

No. and Description of Dynamos \_\_\_\_\_

Capacity \_\_\_\_\_

Current Alternating or Continuous \_\_\_\_\_

Single or Double Wire System \_\_\_\_\_

Position of Dynamos \_\_\_\_\_

Main Switch Board \_\_\_\_\_

No. of Circuits to which Switches are provided on Main Switch Board \_\_\_\_\_

Particulars of these Circuits:—

Current	Number of Lamps	Number of Motors	Number of Fans	Number of Pumps	Number of Hoists	Number of Cranes	Number of Winches	Number of Other Appliances

Are Cut-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " each Auxiliary Circuit

Wherever a Cable is reduced in size

To each Lamp Circuit

To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted

Are the Fuses of Standard Sizes?

Are all Switches and Cut-outs constructed of Non-inflammable Material?

Are they placed so as to be always and easily accessible?

Smallest Single Wire used, No. \_\_\_\_\_ S.W.G., Largest, No. \_\_\_\_\_ S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

" Saloons, State Rooms, &c., " ?

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

(2) " " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables is unimpaired?

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces?

Are all Hull Connections for Single-Wire Systems made with Screws of large Surface?

Are the Dynamos, Motors, Main and Branch Cables, so placed that the Compasses are not injuriously affected by them?

Have Tests been made to prove that this condition has been satisfactorily fulfilled?

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to?

Ohms.

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation \_\_\_\_\_

Duration of Trial \_\_\_\_\_

Have all the requirements of Section 42 been satisfactorily carried out?



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GENERAL CONSTRUCTION.

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans? **YES**

If not, give details of the points of difference, and state when these were sanctioned by the Chief

Surveyor,

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and

trustworthy? **YES**

Is the Workmanship throughout thoroughly satisfactory? **YES**

The above correctly describes the Machinery of the S.S. "STRAMORE"

as ascertained by <sup>me</sup> from personal examination

*Geo. Macfarlane*  
 Engineer Surveyor to the British Corporation for the  
 Survey and Registry of Shipping.

Fees—

MAIN BOILERS.

		£	s.	d.
H.S.	Sq. ft.	5	12	6

G.S.	"	:	:	:
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DONKEY BOILERS.

H.S.	Sq. ft.	:	:	:
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G.S.	"	:	:	:
------	---	---	---	---

£	:	:
---	---	---

ENGINES.

L.P.C.	Cub. ft.	12	10	0
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£	:	:
---	---	---

Testing, &c. ...	:	:
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£	:	:
---	---	---

Expenses ...	:	:
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Total ...	£	18	12	6
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It is submitted that this Report be approved,

*W. Greening*  
 Chief Surveyor.

Approved by the Committee for the Class of M.B.S.\* on the 2<sup>nd</sup> December 1925

Fees advised

Fees paid



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