

TRANSFERRED TO:
L. R. SYSTEM

No. 2113

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

RETAIN

Report No. 1908 No. in Register Book

3227

S.S.

SIRAMORE

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 *28th November 1925*

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ~~Single Screw~~ *Single 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

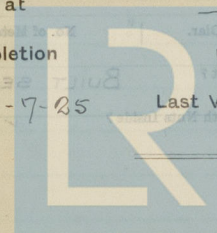
Date of Completion

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 5.53

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

YES

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

Type of H.P. Valves,

PISTON

" 1st I.P. "

COMMON SLIDE

" 2nd I.P. "

" L.P. "

Do.

" Valve Gear

STEPHENSON'S LINK MOTION

" Condenser

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

Diameter of Piston Rods (plain part)

 $2\frac{3}{4}"$

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

Do

No. 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. LTD. AVON STEEL WORKS
GLENPARK ST. DENNISTOWN. GLASGOW.

Piston

"

"

Do.

Crossheads,

"

Do.

Connecting Rods, Finished by

THE AILSA SHIPBUILDING CO. LTD.

Piston

"

"

Do.

Crossheads,

"

Do.

Date of Harbour Trial

12-11-25

" Trial Trip

18-11-25

Trials run at

FIRTH OF CLYDE (ARRAN MILE)

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

YES

If so, what was the I.H.P.?

343.9

Revs. 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

Revs. per min.

170

Estimated Speed

8½ KNOTS.



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TURBINE ENGINES.

Works No. Type of Turbines

No. of H.P. Turbines No. of I.P. No. of L.P. No. of Astern

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

Is Single or Double Reduction Gear employed?

Diam. of 1st Reduction Pinion } Width Pitch of Teeth

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion } Width Pitch of Teeth

" 2nd " Wheel

Estimated Pressure per lineal inch

Revs. per min. of H.P. Turbines at Full Power S.H.P.

" " I.P. " "

" " L.P. " "

" " 1st Reduction Shaft

" " 2nd "

" " Propeller Shaft

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial Knots. Propeller Revs. per min. S.H.P.

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

TURBO-ELECTRIC INSTALLATION OF MACHINERY.

No. of Turbo-Electric Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafts

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

Is Single or Double Reduction Gear employed?

Description of Motors

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

Estimated Pressure per lineal inch

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" " " "

" " " "

" " " "

" " " "

" " " "

" " " "

" " " "

" " " "

" " " "

" " " "



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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

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

Estimated Pressure per lineal inch

Revs. 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 Revs. 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.

No. of Blades each Propeller 4 Fitted or Solid? SOLID
 Material of Blades CAST IRON Boss CAST IRON
 Diam. of Propellers 7'-0" Pitch 7'-3" Surface (each) 16 S. ft.
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

Crank Shafts Forged by M. W. ROBERTSON & CO. L^{TD} Material INGOT STEEL
 " Pins " Do. " Do.
 " Webs " Do. " STEEL
 Thrust Shafts " Do. " INGOT STEEL
 Intermed. " " NONE " -
 Propeller " " M. W. ROBERTSON & CO. L^{TD} " Do.
 Crank " Finished by THE AILSA SHIPBUILDING CO. L^{TD}
 Thrust " " Do.
 Intermed. " " -
 Propeller " " Do.

STAMP MARKS ON SHAFTS.

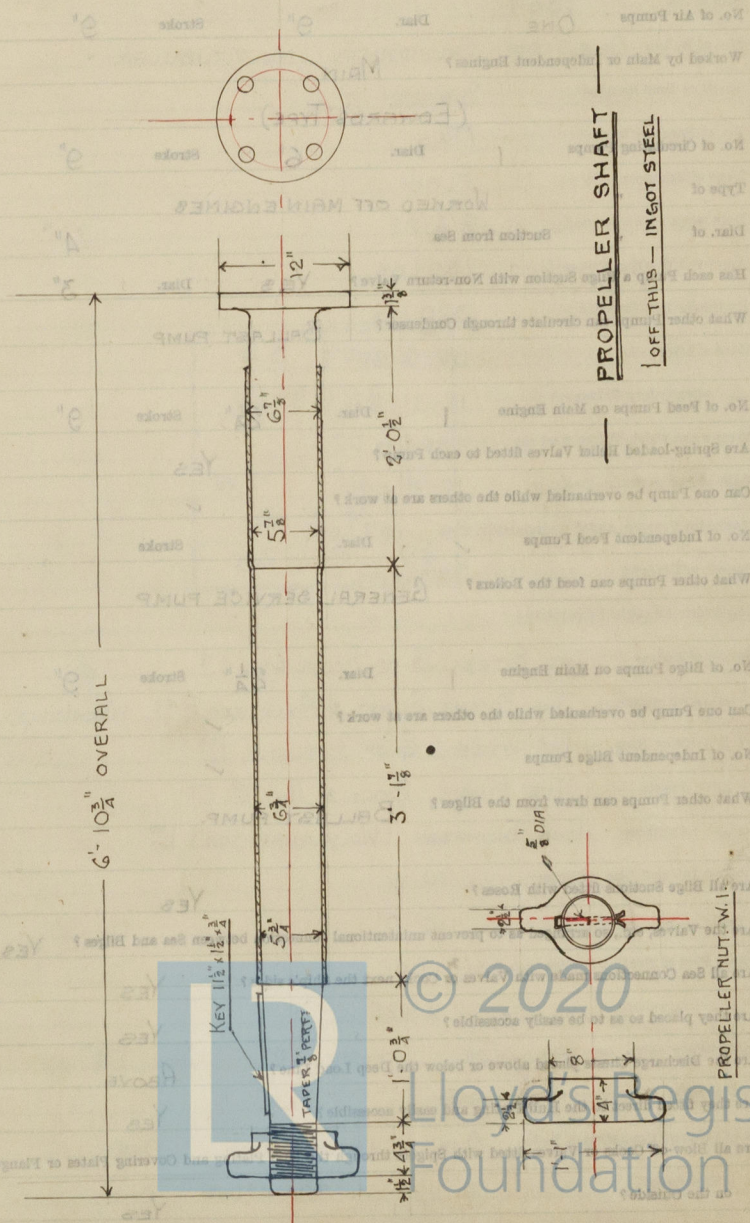
B. C. No 10202 G. S. M. 9/9/25	B. C. No 10202 G. S. M. 9/9/25	B. C. No 10202 G. S. M. 9/9/25
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CRANK

THRUST

PROPELLER

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC.

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 1/2" 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

BOILERS

1834

Works No.

No. of Boilers ONE THE CYLINDRICAL MULTITUBULAR

Single or Double-ended SINGLE

No. of Furnaces in each TWO

Type of Furnaces PLAIN

Date when this approved 25/2/22

Approved Working Pressure 180 lbs

Hydraulic Test Pressure 250 lbs

Date of Hydraulic Test 25-2-22

No. when Safety Valves set No. 4925-11-12

Pressure at which Valves set 220 lbs

Date of Examination Test 10/2/22

Maximum Pressure under Examination Test 180 lbs

System of Heating NATURAL

Can Boilers be worked separately?

History of Plates THE STEEL OF SCOTLAND

FURNACE PLATES THE PATENT SHEET & ALKATHES 6 1/2 WEDNESBURY

" THE STEEL OF SCOTLAND

" THE RIVET, BOLT & Nut 6 1/2

" JOHN THOMSON (WOLVERHAMPTON) 1/2

Distance between Diaphragms of Boilers 10' 6"

" Length 10' 0"

Distance from Top of Heating Jacket to Bottom of Boilers 10' 0"

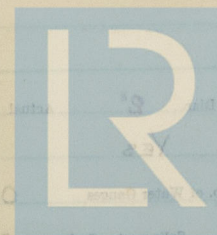
No. of Safety Valves each Boiler ONE

No. of Heating Joints each Boiler ONE

No. of Heating Joints each Boiler ONE

No. of Heating Joints each Boiler ONE

No. of Heating Joints each Boiler ONE



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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^{TD}

FURNACE PLATES THE PATENT SHAFT & AXLE TREE CO L^{TD}. WEDNESBURY.

„ Stay Bars THE STEEL CO OF SCOTLAND, L^{TD}

„ Rivets THE RIVET, BOLT & NUT CO. L^{TD}

„ Furnaces JOHN THOMPSON (WOLVERHAMPTON) L^{TD}

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

$2'-3" \times 2'-7" \times \frac{7}{8}"$



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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" x 10"
Diar. of Stays Approved $1\frac{5}{8}$ " Threads per Inch	9
" " " " in Boilers $1\frac{5}{8}$ "	9
Material " " "	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" x 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" x 10"
Diar. of Stays Approved $1\frac{5}{8}$ " Threads per Inch	9
" " " " in Boilers $1\frac{5}{8}$ "	9
Material " " "	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" x 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	" " "		✓
" Stay Tubes at	" " "		$\frac{5}{16}$ " & $\frac{3}{8}$ "
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)			$2'-7\frac{3}{16}"$
Thickness of " " Tops Approved			$\frac{21}{32}$ "
" " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Tops			$7\frac{1}{2}" \times 10"$

Diur. 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	" " "		✓
" Stay Tubes at	" " "		$\frac{5}{16}$ " & $\frac{3}{8}$ "
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)			$2'-7\frac{3}{16}"$
Thickness of " " Tops Approved			$\frac{21}{32}$ "
" " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Tops			$7\frac{1}{2}" \times 10"$



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Diar. 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"
Diar. " " 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 $\frac{3}{4}$ "
Diar. " " 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	1
Height	10' 0"
Height of Boiler Crown above Fire Grate	10' 0"
Are Boiler Crowns Flat or Dished?	Flat
Internal Radius of Dished Ends	10' 0"
Description of Stays in Boiler Crown	8" x 10"
Diam. of Hinged Holes	8"
Height of Smokebox Crown above Fire Grate	10' 0"
Are Smokebox Crowns Flat or Dished?	Flat
External Radius of Dished Crowns	10' 0"
No. of Crown Stays	10
Material	STEEL
Thickness of Plates	$\frac{21}{32}$ "
External Diam. of Pipes at Top	8"
No. of Water Tubes	10
Material of Water Tubes	STEEL
Size of Manhole in Shell	15" x 11"
Dimensions of Compensating Link	15" x 11"
Working Surface, each Boiler	15" x 11"

SUPERHEATERS



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VERTICAL DONKEY BOILERS.

No. of Boilers *In this Type*

Greatest Int. Diar. 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 Crowns

Diar. of Rivet Holes Pitch Width of Overlap

Height of Firebox Crowns above Fire Grate

Are Firebox Crowns Flat or Dished?

External Radius of Dished Crowns Thickness of Plates

No. of Crown Stays Diar. Material

External Diar. of Firebox at Top Bottom Thickness of Plates

No. of Water Tubes Ext. Diar. Thickness

Material of Water Tubes

Size of Manhole in Shell

Dimensions of Compensating Ring

Heating Surface, each Boiler Grate Surface

SUPERHEATERS.

Description of Superheaters

Where situated?

Which Boilers are connected to Superheaters?

Can Superheaters be shut off while Boilers are working?

No. of Safety Valves on each Superheater Diar.

Are " " fitted with Easing Gear?

Date of Hydraulic Test Test Pressure

Date when Safety Valves set Pressure on Valves

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	Date of Test
540	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^o N^o 7895 5' 5" x 6"
 SUCTIONS:- SEA. BILGES. PEAK TANKS. SEPARATE BILGE.
 DISCHARGES:- OVERBOARD. CONDENSER. PEAK TANKS.

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

PUMPING TRIALS SATISFACTORILY CARRIED OUT THUR. 12th NOV. 1925



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No. of Top End Bolts.	2	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs	
" Coupling Bolts	1 SET	" Main Bearing Bolts	2	" Valve Chest	
" Junk Ring Bolts		" Feed Pump Valves	1 SET	" Bilge Pump Valves	1 SET
" H.P. Piston Rings		" I.P. Piston Rings		" L.P. Piston Rings	
" " Springs		" " Springs		" " Springs	
" Safety Valve		" Fire Bars	2 TOTAL NO SUPPLIED	" Feed Check Valves	
" Piston Rods		" Connecting Rods		" Valve Spindles	
" Air Pump Rods		" Air Pump Buckets		" Air Pump Valves	1 SET
" Clr. "		" Clr. "		" Clr. "	1 SET
" Crank Shafts		" Crank Pin Bushes		" Crosshead Bushes	
" Propeller Shafts		" Propellers	1	" Propeller Blades	
" Boiler Tubes	6	" Condenser Tubes	4	" Condenser Ferrules	20

OTHER ARTICLES OF SPARE GEAR:—

BAR & PLATE IRON IN VARIOUS SIZES

ASSORTED BOLTS & NUTS

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None

Makers of Dynamos

Capacity	Amperes, at	Volts,	Revol. per Min.
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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:—

Total No. of Lights

No. of Motors driving Fans, &c.

No. of Heaters

Current required for Motors and Heaters

Fans, &c. No. of Heaters

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.
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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

Have the Machinery and Polls been constructed in accordance with the requirements? 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?

Obms.

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?

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 ^{me} from personal examination

Geo. S. 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.	:	:
------	---------	---	---

G.S.	"	:	:
------	---	---	---

£	:	:
---	---	---

ENGINES.

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

Testing, &c. ...	:	:
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£	:	:
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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,

Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the 2nd December 1925

Fees advised

Fees paid



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Foundation
Secretary.

GENERAL CONSTRUCTION

Total

M.B.

M.B.

M.B.

Total

It is submitted that this Report be approved

Approved by the Committee for the Class of M.B.2.2 on the 12th December 1972

Total

Total



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