

Donkey Boilers
By whom built A. Stephen & Sons Ltd
By whom made
By whom made
Yard No. 534
Engine No. 534
Boiler No.

For the information of Surveyors and the Committee only.
No. 2040/30...15.9.1930.
78-06.2613/4.
Received at Office, 19

Lloyd's Register of Shipping.

(Report on Machinery, No. 51824 Port GLASGOW)

No. 1627. ENGINE FORGINGS OR CASTINGS.
I have to report that the Forgings or Castings, as herein described, manufactured by Messrs. The Limited Co. (formerly Skoda Works) of Pilsen, C.S.R., for the Engines No. being constructed by The Parsons Marine St. Turb. Co. of Wallsend-on-Tyne for the Ship No. 534, being built by Messrs. Alexander Stephen & Sons, Ltd., of Glasgow have been inspected by me as set forth below, and found to be, so far as can be seen, sound and free from defects. These have been despatched to Wallsend.

Prague, 17th November, 1930.
P. Kerzner.
15.11.1930.

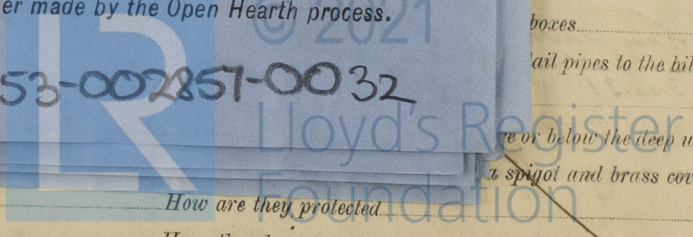
CRANK SHAFT			TUBE SHAFT		
1-H.P. PINION SHAFT FORGING.			I.P. Port		
Org.	4865.				
Normalized Electro Nickel Steel					
Forged					
Yes					
Orgs	8 1/8" diameter, to sketch K.554.				
Orgs	rough Machined, bore 1 1/2" diameter inspected.				
Standard	Longitudinal.		Tangential.		
Y.P.	32.0		30.5		
inch	42.3		42.3		
area	53.0		35.6		
eat	28.0		22.0		
Fast-	180 degrees, 3/4" x 3/8", radius 3/4".				
ature	17th October, till 15th November, 1930.				

PARTICULARS OF OTHER TESTS APPLIED TO CASTINGS:-

ation:
nt 24 ts.p.sq.in.
40
Long. 22 %, Tang. 16 % on 4xVA.
180 degrees, 3/4" x 3/8", radius 3/4".
chargeable) £ To be paid at Prague.

ght iron, state whether piled bars or scrap. If of steel, state whether made by the Open Hearth process.

002853-002851-0032



pass through the bunkers
pass through the deep tanks
pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
angement 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

longing to
Is Electric L
t of reduction gear
tolls at
geared to
HEIGHT OF BLADES.
1st reduct
2nd reduct
main shaft
1st reduct
main wh
reduction wheel
in wheel 18 3/4
bottom of pinion to
r at bearings
diameter at bearing
as per
ft. diameter as fitted
ss in way of bushes
s in more than one l
the stern tube, is the
Is an
d supporting propeller
oped Surface
or I.P. Turbin
Direct Suctions
boxes
tail pipes to the bilges
re or below the deep water
z spigot and brass cover