

On the 7th. Built at Glasgow By whom built A. Stephen & Sons Ltd. Yard No. 534
Engines made at " By whom made " Engine No. 534
Boilers made at " By whom made " Boiler No. " Port belonging to " Is Electric " W

For the information of Surveyors and the Committee only.
Order No. 2040/30...15.9.1930. Received at Office, 1930
Prague 78-06.2613/4.

Lloyd's Register of Shipping.

(Report on Machinery, No. 51824 Port GLASGOW)

No. 1625. 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.

Forgings or Castings

Prague, 17th November, 1930.

P. Kerbscher.

Lloyd's
No. 8738.
15.11.1930.

	CRANK SHAFT	THRUST SHAFT	INTERMEDIATE SHAFT	TUBE SHAFT
	1-H.P. PINION SHAFT FORGING, Port			
SKODA Forg.	FLYWHEEL SHAFT 4863.			SCREW SHAFT.
Material	normalized Electro Nickel Steel			
Mode	Forged			
Heat treated	Yes			
Dimensions, Forgings	8 1/8" diameter, to sketch K.554.			
Castings	rough machined, bore 1 1/2" diameter inspected.			
Tests on	Longitudinal. Tangential.			
Standard Test Pieces	30.5	32.9		
Test—Y.P.	41.9	43.2		
Per square inch	53.0	34.2		
of Area	32.0	24.0		
Extension per cent				
Bending Test—before fracture	180 degrees, 3/4" x 3/8", radius 3/4".			
When Inspected	17th October till 15th November, 1930.			

PARTICULARS OF OTHER TESTS APPLIED TO CASTINGS:—

Classification:
Weld Point 24 ts.p.sq.in.
Mileage 40
Long. 22 %, Tang. 16 % on 4xVA.
180 degrees, 3/4" x 3/8", radius 3/4".

If any chargeable) £ To be paid at Prague.
If of wrought iron, state whether piled bars or scrap. If of steel, state whether made by the Open Hearth process.

002853-002857-0042

What pipes pass through the bunkers
What pipes pass through the deep tanks
Have they been tested as per rule
What pipes pass through the machinery and all boiler mountings accessible at all times

set of reduction
Volts at
geared to
OF HEIGHT
WS. BLADE
Width of
Face
1st reduction u
main wheel
at bottom of p
meter at bearing
shaft, diameter
Shaft, diamet
ickness in way
ner is in more t
gs in the stern
liners
to and support
Developed Surf
H.P. or I.P.
and size
both Main B
Pump Direct
strum-boxes
raight tail pipes
above or below
with a spigot and