

Built at Glasgow
 Engines made at "
 Boilers made at "

By whom built A. Stephen & Sons Ltd
 By whom made "
 By whom made "

Yard No. 534
 Engine No. 534
 Boiler No. "

7. For the information of Surveyors and the Committee only.

No. 2043/30...15.9.1930.

Received at

Office,

19

78-06.2613/4.

Lloyd's Register of Shipping.

(Report on Machinery, No. 51824 Port GLASGOW)

No. 1613. 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. T. 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, 26th October, 1930.

Lloyd's

No. 8697.

24.10.1930.

P. Komroder.

~~CRACK SHAFT XXXXX~~ ~~CRACK SHAFT XXXXX~~ ~~CRACK SHAFT XXXXX~~
1-FORGED STEEL RIM FOR MAIN WHEEL, Port aft-

~~KNOWLEDGE~~ ~~KNOWLEDGE~~
4814.

~~SKREW SHAFT~~

Open Hearth Ingot Steel.

Forged

Yes

to sketch No. K.557.

rough Machined

Test—
 per square inch 36.4

ension per cent 32.0

ending Test—
 before fracture 180 degrees

When Inspected 17th to 24th October, 1930.

PARTICULARS OF OTHER TESTS APPLIED TO CASTINGS:—

Classification:

Strength 31-35 ts.p.sq.in.
 Fatigue 26 % on 4xVA.

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.

002853-002857-0044

Lloyd's Register
 Foundation

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 into the bilge.