

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 "

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

Form No. 2043/30... 15.9.1930.
No. 78-06.2613/4.

Received at

Office,

19

Lloyd's Register of Shipping.

(Report on Machinery No. 51824)

Port

GLASGOW

No. 1612. 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 of ~~Castings~~

Lloyd's

Prague, 26th October, 1930.

No. 8696.

24.10.1930.

P. Korthofer.

| CRANK SHAFTS | | | | | | | | | | | | INTERMEDIATE SHAFTS | | | | | | | | | | | | MARKS | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|-----------------------------|--|--|--|--|--|--|--|--|--|--|--|-------------|--|--|--|--|--|--|--|--|--|--|--|
| 1-FORGED STEEL RIM FOR MAIN WHEEL, <i>Port Ford</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WHEEL | | | | | | | | | | | | | | | | | | | | | | | | SCREW SHAFT | | | | | | | | | | | |
| Forg. 4812. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Open Hearth Ingot Steel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F o r g e d | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Y e s | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| to sketch No. K.557. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| stings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| on } rough machined | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| pieces. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| st— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| quare inch | | | | | | | | | | | | 35.2 | | | | | | | | | | | | | | | | | | | | | | | |
| per cent | | | | | | | | | | | | 32.0 | | | | | | | | | | | | | | | | | | | | | | | |
| ng Test— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| e fracture | | | | | | | | | | | | 180 degrees | | | | | | | | | | | | | | | | | | | | | | | |
| Inspected | | | | | | | | | | | | 17th to 24th October, 1930. | | | | | | | | | | | | | | | | | | | | | | | |

PARTICULARS OF OTHER TESTS APPLIED TO CASTINGS:—

Specification:
31-35 ts.p.sq.in.
36 % on 4xVA.

any chargeable) £

To be paid at Prague.

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

What pipes pass through the bunkers

What pipes pass through the deep tanks

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

How are they protected

Have they been tested as per rule

Pump Direct S

strum-boxes

bright tail pipes to

above or below the

with a spigot and br