

For the information of Surveyors and the Committee only.

Received at Office 190

Lloyd's Register of British & Foreign Shipping.

(Report on Machinery, No. Port *New Orleans La.*)

To / ENGINE FORGINGS ~~OR CASTINGS~~

have to report that the ~~Iron or Steel Forgings or Castings~~, as herein described,
 manufactured by *Cruise-Crawford Mfg. Co.* of *Birmingham Ala*
 or the Engines No. being constructed by *Ridgeway Dynamo & Engine Co.*
Ridgeway Pa. for the Ship No. *23*, being built by
The Alabama & New Orleans Transportation Co. of *Violet La.*

have been inspected by me as set forth below, and found to be, so far as can
 be seen, *Sound and Satisfactory*
Ultimate Stress 66000 lbs. Elongation in 2" 37% Bend good

rgings.
 d's
 /
 M.

A. J. Matheson
28th April 1917

CRANK SHAFT.	STRAIGHT SHAFTING.		
	THRUST SHAFT.	INTERMEDIATE SHAFTS.	PROPELLER SHAFT.
<i>[checkmark]</i>	<i>[checkmark]</i>	<i>[checkmark]</i>	<i>O. H. Ingot Steel</i> <i>rolled & hammer forged</i> <i>from bloom</i> <i>Rough forged</i> <i>and annealed</i> <i>24th, 27th, & 28th April</i>

PARTICULARS OF TESTS APPLIED TO CASTINGS:—

(any chargeable) \$ \$ *20.00*
 be paid at *New Orleans La.*

iron, state whether scrap or puddled iron. If of steel, state whether made on the Bessemer or the Siemens-Martin process.

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 Foundation

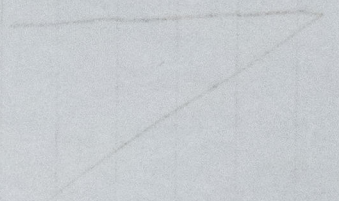
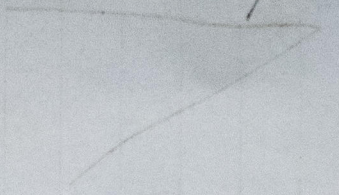
Stemens' Method Success.

and changed to 48 20 00.



PARTICULARS OF TESTS APPLIED TO CASTINGS.

Last shape



CRANK SHAFT.

THROTTLE SHAFT.

STRAIGHT SHAFTING.

REBUILT SHAFT.

It is a 1/2 inch
and completely
good quality
from 1880
O.H. shaft
from 1880

28th April 1917

D. J. Thompson

These shafts 2000 lbs. each are 2 1/2 inch diam and
are being used for the ship No. 23 being built by
Messrs. J. & W. Brown & Co. of Glasgow.

These shafts are being constructed of high quality steel
and are being tested by the Stemens' Method as herein described.

ENGINE FORGINGS OR CASTINGS.

(Report on Machinery) No. 1001 Mr. Thompson

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