

# Lloyd's Register of British and Foreign Shipping.

(Received in the London Office \_\_\_\_\_)

P.

## No. 1 REPORT ON ENGINE FORGINGS.

Sir,

I beg leave to report that the Forgings, as herein described, manufactured by

*Fried Krupp*

of *Essen*

for the Engines No. *✓* being constructed by *Kon. Fabrik v. Stoom & and. Werktuigen*

of *Amsterdam* for the Ship No. *✓*, being built by

*Koninklyke Fabrick van Stoom & andere werktuigen* of *Amsterdam*.

have been inspected by me in course of being forged and turned, and found to be,

so far as can be seen, *free from defects* and the following *results* have been obtained with testpieces cut out of block between crankwebs.

No. 1 Bar 1 1/4" each side doubled up cold.

No. 2 d. d. d. d. bend through 100° no fracture  
this bar was heated to low cherry red and quenched.

No. 3 Tensile test .471" diam. Break str: 29.1 Ton. 4.0". Elong 29% in 4"

No. 4 d. d. d. d. d. Elong: 28% in 4"  
Contraction 66%.

Mark on Forging.

Lloyd's

No. 1, 2, 3 & 4

W. v. O.

The Secretary,  
London.

I am, Sir,

Your Obedient Servant,

*H. F. D. van Olfen*

*Amsterdam*

4 single CRANK SHAFTS.

STRAIGHT SHAFTING.

		THRUST SHAFT.	INTERMEDIATE SHAFTS.	PROPELLER SHAFT.
Material* - - -	<i>Crucible steel</i>			
How made - -	<i>Forged</i>			
Dimensions - -	<i>20" throw. 11" diam of journals and pins</i>			
Progress on In- spection - -)	<i>rough turned, pin octagon.</i>			
Dates when In- spected - -)	<i>10 &amp; 11 August 1887</i>			

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

*M*  
*22.8.87*