

TESTS OF BOILER STEEL.

Tests of 248 Steel Plates manufactured by Messrs J. & W. Beardmore of Parkhead for Boiler No. 1024 to be constructed by Messrs J. & F. Thomson of Glasgow for Messrs C. Connell & Co. S.S. No. 137

Date first visit May 30. 1883 last visit August 6. 1883. No. of Visits 12

The 248 Plates specified in the accompanying copy of Advice Notes were rolled from 141 charges. The tensile test has been applied to 32 samples as set forth below, and the temper and bending tests to a shearing from each plate with satisfactory results

When a second test is applied, the result should be recorded immediately below the record of the original test. The number of plates or bars included in a rejection must be clearly stated.

No.	Purpose.	Charge Mark.	No. of plates or bars in same charge	Mark on plate and test piece.	Dimensions.			Ultimate Stress.		Exten. in 8 ins.	Remarks.
					Thickn.	Brdth.	Area.	Total.	Sq. Inch.		
					Ins.	Ins.	Ins.	Tons.	Tons.		
1	Top of C. fire box	F133	1	1305	.57	1.31	.746	19.54	26.1	25	
2	" " "	F156	3	1321	.56	1.25	.7	18.3	26.1	25.5	
3	Side back tube plate	A141	2	1328	.69	1.24	.855	25.0	29.2	26.0	
4	Top front	F194	1	1320	.89	.98	.872	24.56	28.1	22.5	
5	Top of C. fire box	A168	1	1262	.42	1.31	.55	16.25	29.5	24.0	
6	Bottom	K105	3	1248	.58	1.36	.788	22.03	27.9	27.0	
7	Centre back tube plate	B142	2	1283	.7	1.31	.917	27.1	29.5	26.0	
8	Inside of wing fire box	K117	2	1299	.45	1.5	.675	18.96	28.1	25.0	
9	Outer strap of outer shell	B173	13	1332	.68	1.24	.843	23.8	28.2	21.0	
10	Side back tube plate	A142	1	1336	.71	1.23	.873	23.45	26.8	25.0	
11	Super heater end	F90	1	1347	.66	1.24	.818	23.06	28.1	28.0	
12	Top of wing fire box	F60	4	1357	.57	1.24	.706	19.1	27.0	23.0	
13	Front tube plate	K325	1	1371	.92	1.02	.938	25.87	27.5	28.0	
14	" " "	F348	1	1372	.96	1.02	.978	28.36	28.9	25.0	
15	Inner strap of shell	F53	6	1394	.64	1.28	.819	22.9	27.9	23.0	
16	Side back tube plate	B153	1	1405	.74	1.27	.939	26.57	28.2	23.0	
17	Inner shell plate	F163	2	1414	.92	.97	.892	26.29	29.4	23.0	
18	Outer " "	F161	1	1418	.94	.98	.921	27.6	29.3	22.0	
19	Front tube plate	A153	1	1421	.92	.97	.892	24.36	27.3	26.0	
20	Side Back Tube plate	F116	1	1429	.69	1.28	.883	25.75	29.0	23.5	
21	Front tube plate	B183	1	1060	.75	1.23	.922	26.91	29.1	28.0	
22	Inside of wing fire box	K150	2	1631	.43	1.37	.589	17.0	28.8	23.0	
23	Superheater end	A140	4	1607	.7	1.29	.903	24.4	27.0	21.0	
24	Inner shell	F365	1	1990	.91	1.0	.91	26.08	28.6	26.0	
25	" " "	F363	1	1660	.93	.99	.92	25.87	28.1	25.0	
26	Outer " "	F376	2	1664	.96	1.05	1.008	26.74	26.5	23.0	
27	" " "	A161	1	1772	.95	1.0	.95	25.17	26.5	28.0	
28	Inner " "	B168	2	1832	.92	1.0	.92	24.88	27.0	27.5	
29	Top front or back	F153	1	1924	.84	.98	.823	22.34	27.1	30.5	
30	Top front	K198	1	1116	.9	1.0	.9	24.73	27.4	25.0	
31	Side, wing fire box	B169	1	1589	.46	1.36	.625	16.58	26.5	27.0	
32	Shell butt strap	A168	1	1928	.64	1.28	.819	22.13	27.0	32.0	

M 13/8/83

GLS 198-0087

Fee ..... £ : :

Expenses £ : :

£ : :

To be paid by The Steel Manufacturers

Surveyor, Lloyd's Register,

Glasgow

11/8/83



Messrs J. & J. Thomson's No. 104.

No. 104

Handwritten text in a dense, cursive script, likely a ledger or account book. The text is organized into columns and rows, with some entries appearing to be dates or numbers. The handwriting is very close together, filling most of the page.



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