

Lloyd's Register of British and Foreign Shipping.

(Report on Machinery, ^{Greenock} No. 9380 Port Greenock)

No. 665A ENGINE FORGINGS OR CASTINGS.

^{and steel}
I have to report that the Iron ~~or Steel~~ Forgings ~~or~~ Castings, as herein described, manufactured by R. Fletcher & J. Spencer & Sons of Walker & Newburn on type for the Engines No. 151 being constructed by J. Howden & Co of Glasgow for the Ship No. 169, being built by Messrs Russell & Co of Port Glasgow have been inspected by me as set forth below, and found to be, so far as can be seen, sound and efficient

Mark on Forgings.

Lloyd's

No. 665A

W. A

William Allison

Sunderland

	CRANK SHAFT.	STRAIGHT SHAFTING.		
		THRUST SHAFT.	INTERMEDIATE SHAFTS.	PROPELLER SHAFT.
Material* - - -	<u>Scrap iron & Cast steel</u>			
How made - -	<u>Forged. Cast (Siemens Martin)</u>			
Dimensions - -	<u>12"</u>			
Progress on In- spection - -	<u>being machined & finished</u>			
Dates when In- spected - -	<u>March 2 & 23. April 1</u> <u>25. 27. 29 & May 6/87</u>			

PARTICULARS OF TESTS APPLIED TO CASTINGS:-

- Tensile tests -

Mark on Crank Test piece	Length inches	Diameter inches	ultimate stress tons per sq. inch	Elongation p.c.	appearance of fracture
N.A. 1. 97	5	.760	32.9	20.	<u>silky</u>
N.A. 1. 97	5	.760	31.4	19	<u>do</u>
N.A. 1. 98	5	.757	25.0	28.5	<u>do</u>
N.A. 1. 98	5	.757	24.3	29.0	<u>do</u>
N.A. 3. 97	5	.757	30.2	24.0	<u>do</u>
N.A. 3. 97	5	.757	32.0	20.0	<u>do</u>

Cold bending tests were made of 2 specimens of each crank marked as above, & lay x 1 1/4 square to an angle of 90° & were not broken

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