

Lloyd's Register of Shipping.

(Report on Machinery, No. 11875 Port Trieste)

No. F.4373-A. ENGINE FORGINGS ~~OR CASTINGS~~.

I have to report that the Forgings ~~or Castings~~, as herein described, manufactured by S.A. FIAT - INDUSTRIE METALLURGICHE of Turin for the Engines No. DL.646 being constructed by S.A. FIAT - STAB. GRANDI MOTORI of Turin for the Ship "REMA", "FELICE" owned by Navigazione Libera Triestina S.A. ~~built by~~ "REMA", "CELLINA" of Trieste

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 S. A. Fiat - Stabilimento Grandi Motori - Turin.

Mark on Forgings ~~or Castings~~

Lloyd's
No. A 477
A.S.N. 6.10.36.

GENOA, 8th October, 1936.

W. Mantell

	CRANK SHAFT	THRUST SHAFT	INDICATOR SHAFT	VALVE SHAFT
	KRANKENSWH.EL.	PROPELLER SHAFT		SCHRAUBENSWH.EL.
Material* ...	S. K. Ingot steel			
How made ...	Forged			
If Annealed ...	Yes			
Dimensions, Forgings	to sketch No. 20581			
Weight, Castings	6925 Kgs.			
Progress on } Inspection }	Rough machined & finished			
Tests on Standard Test Pieces.	A 477 (60 x 15 mm.)		A 477	
Tensile Test— Kgav per square mm.	49.0		49.2	
Extension per cent	33.3		34.1	
Cold Bending Test— Angle before fracture	180° Good.			
Dates when Inspected	12/5/36, 15/9/36 & 6/10/36.			

PARTICULARS OF OTHER TESTS APPLIED TO CASTINGS:—

THIS PROPELLER SHAFT HAS BEEN EXAMINED IN FINISHED CONDITION, FOUND SATISFACTORY AND MARKED AS ABOVE. THIS SHAFT IS FITTED WITH A CONTINUOUS LINER IN TWO PIECES, BRAZED AT JOINTS FOR FULL THICKNESS OF LINER.

W. Mantell
8/10/36.

Fee (if any chargeable) £

To be paid at Genoa.

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

