

THOS. WILSON, SONS & CO., Ltd.

TELEGRAPHIC ADDRESS: "WILSONS, HULL."

CODES USED—SCOTT'S, WATKINS & A.B.C.

A 2-1500-2/cg-W

ENGINEERING DEPARTMENT,

NATIONAL TELEPHONE, No. 54.

All communications and goods for this Department
to be addressed the Superintending Engineer.

Hull, 4th. May 1910.

Messrs. Lloyd's R. of B. & F. Shipping,
Ocean Chambers, Lowgate,
Hull.

Dear Sirs,

s.s. "Galileo". Rudder.

The flawed Rudder which was removed last voyage from this ship, has now had the plate cut off, and we have had the main casting broken in three pieces.

The three breaks were arranged to be in the vicinity of the gudgeons. The first two showed flaws before breaking, and were the cause of the renewal. After seeing these two broken the Writer had the main piece broken again at the top gudgeon with the result of shewing a hidden flaw as shewn in the enclosed photograph, extending about one third the area of the section of the rudder.

The latter fracture showed no flaw before breaking, and on examining the photograph it will be observed that round some part of it there is a thin outer shell of clean metal, and in the other part no doubt the flaw would have been discovered if it had been originally and properly examined before paint had been applied.

During the process of breaking which only required one blow from a tup for each of the first two breaks, and three blows for the third break, (the casting however shewing a big crack with the first blow) two pieces jarred off one of the arms. The

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ENGINEERING DEPARTMENT

4th May 1910

Messrs. Lloyd's R. & E. S. Shipping,
 100, Queen's Road, London,
 E.C. 4.

Dear Sirs,

"Bellis", Number.

The "Bellis" which was removed last voyage from
 this ship, has now had the plate cut off, and we have had the main
 casting broken in three places.
 The three pieces were arranged to be in the following
 order: The first two showed signs of breaking, and
 after seeing these two broken the
 third had the main plate broken again at the top of the
 result of showing a hidden flaw as shown in the enclosed photograph.

extending about one third the size of the section of the rudder.
 The latter fracture showed no flaw before breaking, and on
 examining the photograph it will be observed that round some part of
 it there is a thin outer shell of clean metal, and in the other parts
 no doubt the flaw would have been discovered if it had been
 originally and properly examined before being applied.
 During the process of pressing which only required
 one blow from a big gun of the first two pieces, and three
 blows for the third piece. (The casting however showing a big crack
 with the first blow, two pieces joined off one of the sides. The

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 OF SHIPPING.

4th MAY 1910

HULL

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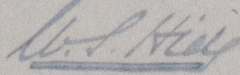
shortness of this casting as shewn by the easy way in which it was broken, the nature of the fracture and the pieces jarring off the arm seem to point to the fact that this metal has been from the first totally unsuitable for its required purpose. The tup weighed 14 cwts. and the fall was 11 feet.

We shall be obliged if you will ascertain for us whether this casting had actually passed your tests by your own Surveyor, whether it had been annealed, whether the bending and tensile tests were satisfactory, and also if you would give us the results of the same, and whether the drop and hammer tests were applied. A good casting of ordinary cast iron would not have broken as easily as this presumably ductile steel casting did.

This matter has raised great disquietude in our minds as to the real value of the inspection of these foreign steel castings, and we shall be glad if you can remove the doubt we have in this matter.

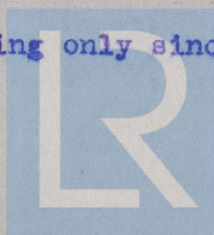
Yours faithfully,

FOR THOS. WILSON, SONS & CO. LTD.


SUPT'G ENGINEER.

P.S.

This vessel has been running only since August 1908.



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appearance of this casting as shown by the way in which it was broken, the nature of the fracture and the pieces falling off the and seem to point to the fact that this metal has been from the first totally unsuitable for the required purpose. The two weighed 1 1/2 cwt. and the fall was 11 feet.

We shall be obliged if you will ascertain for us whether this casting had actually passed your tests by your own surveyor, whether it had been annealed, whether the bending and tensile tests were satisfactory, and also if you would give us the results of the same, and whether the drop and hammer tests were applied. A good casting of ordinary cast iron would not have broken as easily as this presumably brittle steel casting did. This matter has raised great doubts in our minds as to the real value of the inspection of these foreign steel castings, and we shall be glad if you can remove the doubt we have in this matter.

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OF SHIPPING.
MAY 1910
LUTON

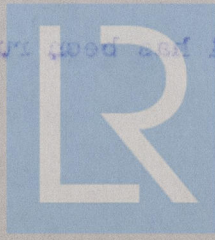
Yours faithfully,

FOR THE WILSON & CO. LTD.

General Engineer

This vessel has been running only since August 1908.

memo



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