

16417 Irons

Port

Glasgow

2<sup>nd</sup>Rw 29/1/71  
May 1876

## Details of Main Boilers of the Steam Ship

"Maggie"

101

tons

Diameter

4' 6"

Length

8' 0"

Thickness of shell plates

7/16"

Description of riveting of longitudinal joints

double riveted

of circumferential joints

double riveted

Pitch of rivets

ditto

4"

ditto

4"

Diameter of rivets

ditto

7/8"

ditto

7/8"

Lap of plating

ditto

double butt strap

ditto

5 1/2"

Size of manholes in circular shell

18" x 13"

How compensated for

flat ring 4" broad

Number of furnaces in boiler

Two

Diameter of furnaces

2' 3"

Length of furnaces

4' 4"

Thickness of furnace plates

7/16"

Description of joint of furnaces

welded

Whether strengthened with rings

None

Greatest length between rings

Thickness of combustion chamber plating

7/16"

Diameter of screw stays to ditto

1 1/4"

pitch of stays

8" x 8"

End plates, thickness

7/16"

Diameter of longitudinal stays to end plates

1 3/4"

pitch of ditto

One Row 13" pitch

How stays are secured

by double nuts

Diameter of tubes

3"

pitch of tubes

4' 8"

Thickness of tube plates

7/16"

Stayed by

tubes screwed fitted with nuts

pitch of stays

12 3/8" x 12 3/8"

Description of steam receiver

None

Diameter of ditto

2' 0"

height

length of ditto

2' 6"

Thickness of plating of ditto

7/16"

Ends, how stayed

No Stays it is all welded

P.T.O.

James Hollison

Engineer Surveyor to Lloyd's Register of Shipping.



$$\text{Formula} \quad \frac{57520 \times 1.125" \times 48\%}{88.84 \times 6.57} = 48 \text{ lbs}$$

$$\text{Formula for flat plates} \quad \frac{100 \times 44}{64} = 76 \text{ lbs}$$

$$\text{Formula for Tubes} \quad \frac{89600 \times .19}{24" \times 5.3 \text{ ft.}} = 119 \text{ lbs}$$

James Morrison



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