

20524 Iron

Port

Sunderland.

Recd 4/4/78
Feb 7878

of Main Boilers of the Steam Ship

"John Johnsson"

331 tons
490

13' 4"

Length 10' 0"

s of shell plates

5/8"

on of riveting of longitudinal joints

treble

of circumferential joints

single

of rivets

ditto

3"

ditto

2 1/4"

eter of rivets

ditto

7/8"

ditto

7/8"

of plating

ditto

5 3/4"

ditto

2 1/2"

of manholes in circular shell

15" x 11 1/2"

compensated for

No Compensation.

ber of furnaces in boiler

3.

eter of furnaces

2' 10"

Length of furnaces

6' 10"

kness of furnace plates

1/2"

ription of joint of furnaces

lapped and single riveted.

ether strengthened with rings

none.

Greatest length between rings

kness of combustion chamber plating

7/16"

eter of screw stays to ditto

1"

pitch of stays

9" x 8"

plates, thickness

9/16"

eter of longitudinal stays to end plates

1 7/8 square

pitch of ditto

17" x 21"

w stays are secured

to double angle lions 5" x 3" x 5/8" and 1 1/2 pins.

ameter of tubes

3 1/2" external

pitch of tubes

4 3/4" x 4 3/4"

ckness of tube plates

5/8"

d by

stay tubes

pitch of stays

19" x 19"

ption of steam receiver

Dome

eter of ditto

4' 0"

length of ditto

4' 6"

ness of plating of ditto

3/8"

ends

7/16"

how stayed

by 3 stay 1 1/2 square to Crown of boiler.

$$\text{Shell} = \frac{51520 \times 1 1/2 \times 70}{160 \times 65} = 43 \text{ lbs working pressure.}$$

$$\text{Furnace} = \frac{89600 \times 42}{34 \times 65} = 96 \text{ " " "}$$

William Allison.

Engineer Surveyor to Lloyd's Register of Shipping.