

Tubes	6295 #
Furnaces	498 "
Comb Chambers	391 "
Back tube plates	163 "
Front " "	148 "
Total	7495 "

Tube section	-----	
Tunnel "	-----	
Working pressure	-----	150 Ws
Test "	-----	300 "

Longitudinal seams double butt strap joints, holes drilled in place after bending the plates then taken apart and the butt taken off the holes slightly countersunk from the inside; Circumferential seams double rivetted lap joints at ends and treble rivetted lap joints middle row holes drilled in outer course (about $\frac{1}{2}$ in. less in dia than finished size) before bending holes in inner course drilled in place after bending plates taken apart and the butt taken off the holes

Lloyds

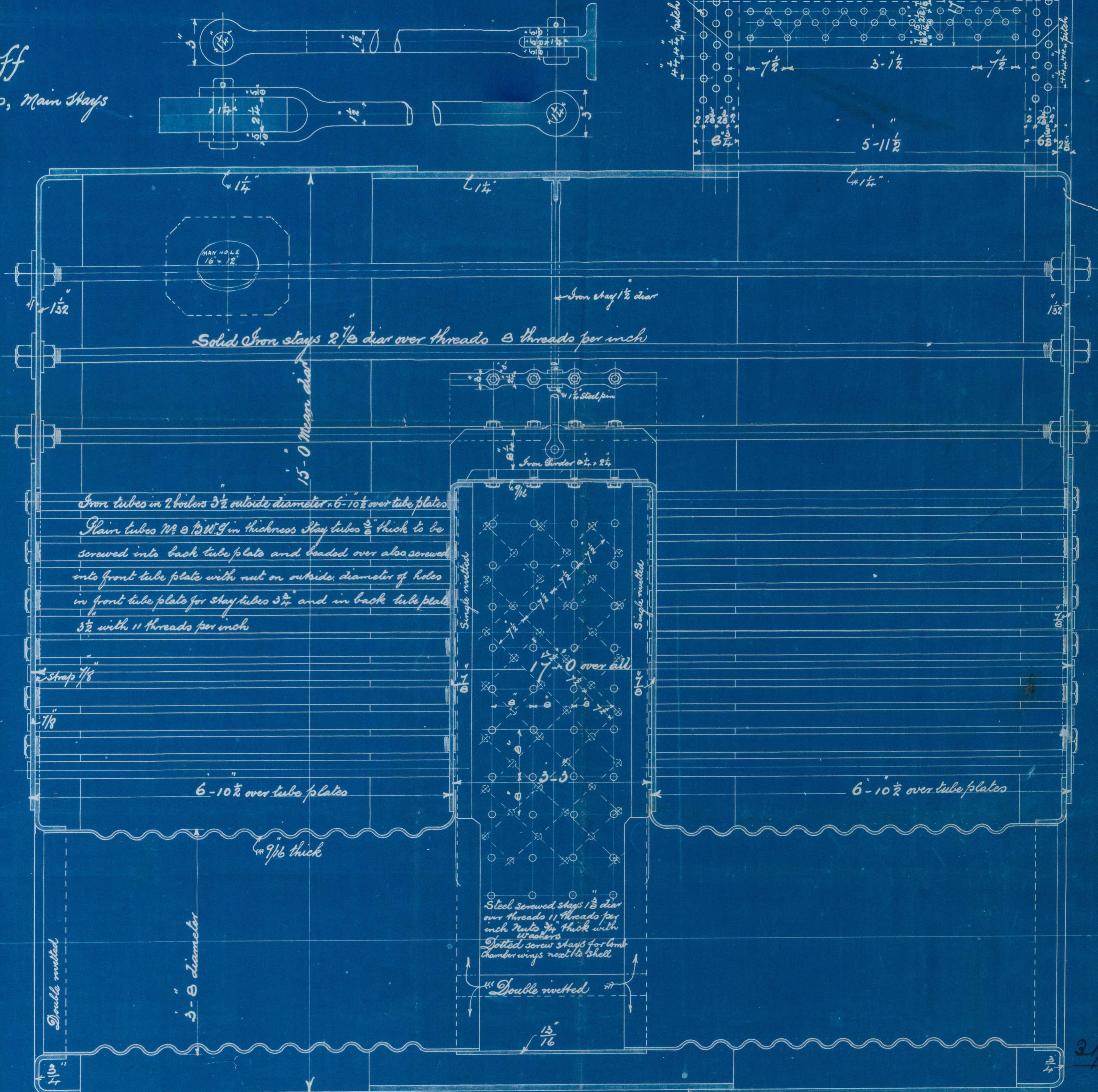
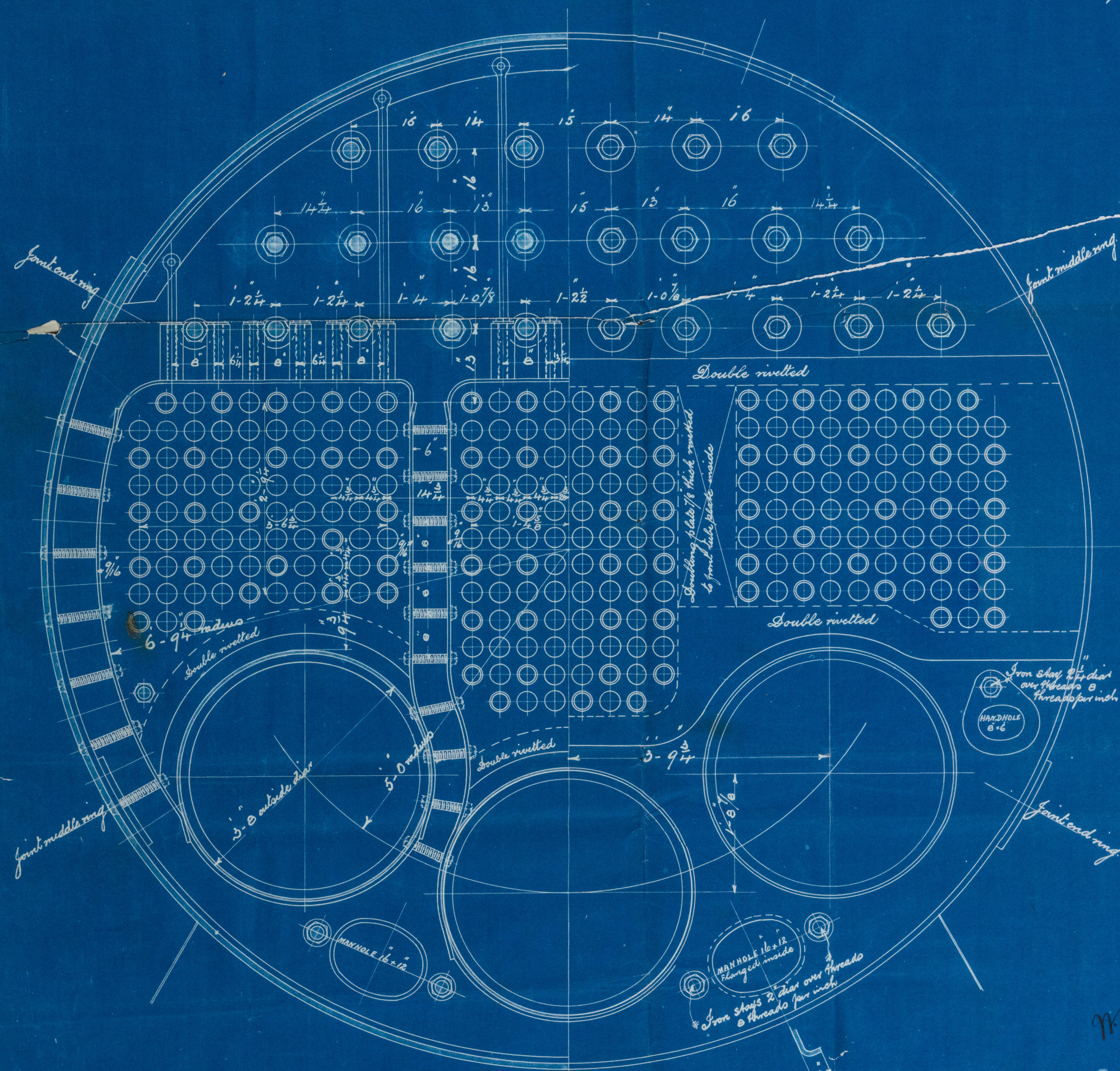
Constant	used for shell	260
"	" long stays	150
"	" short	120
"	" stay tubes	120
% of strength of plate at joint		83.3
"	" welds $(114.5 \times \frac{70}{100})$	97

Board of Trade

Residual Strength of shell steel	29 tons
Constant weld for long stays	125
" " short	100
" " stay tubes	100
% of strength of plate at joint	83.3
" " rivets (1145 $\frac{3}{32}$)	94
Factor of Safety of shell	5

BOILERS 2 off

*All parts of boilers steel except Tubes, Main stays
and Girders on firebox top*



Shell Rivetting.
Double butt strap joints

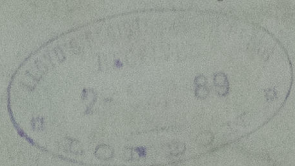
Shell plates $1\frac{1}{4}$ " thick greatest pitch $7\frac{1}{2}$ "
Rivet holes $1\frac{1}{4}$ " diam butt straps $1\frac{1}{16}$ " thick

ENGINE Nº 548

№ 9150

Palmer 642
Engine 548

No 3172
Lloyd's List
300 H.
JFW
13-3-89



S.S. "British Queen"
1000 tons 1024213

NWC814-0343



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Lloyd's Register
Foundation