

$$\text{RIVET \%} = \frac{5 \times 17.67 \times 1.75 \times 85}{10.125 \times 1.531} = 84.7 \%$$
$$\text{PLATE \%} = \frac{10.125 - 1.562}{10.125} \times 100 = 84.5 \%$$

INNER BUTTSTRAP $\frac{1}{4}$ " THICK
OUTER BUTTSTRAP $\frac{1}{4}$ " THICK
RIVETS $\frac{1}{2}$ " DIA.
HOLES $\frac{9}{16}$ " DIA.
 $\frac{1}{2}$ " RIVETS $\frac{1}{16}$ " HOLES
AST $4\frac{1}{2}$ " PITCH.

CONSTRUCTED UNDER THE RULES OF BOARD OF SUPERVISING INSPECTORS DEPT OF COMMERCE AND LABOR AND LLOYDS REGISTER				ALTERATIONS		DATE	APPROVED
185 LBS WORKING PRESSURE.							
DESCRIPTION	THICK INCHES	U.S. RULES.	LLOYDS RULES.				
SHELL	$\frac{17}{32}$	$S = \frac{63000 \times 1531}{6 \times 10.5 \times 1.2} = 186 \frac{1}{2}$	$P = \frac{22 \times (24.5 - 2) \times 84.5}{208.531} = 200 \frac{1}{2}$	BOILER DATA - 1 BOILER			
FURNACE	$\frac{21}{32}$	$S = \frac{15600 \times 656}{17.9} = 208 \frac{1}{2}$	$P = \frac{12.59 \times (10.5 - 2)}{51.5125} = 208 \frac{1}{2}$	TUBES		229 1/2"	
TOP HEAD PLATE	$\frac{7}{32}$	$P = \frac{175 \times 19.5^2}{17.25^2} = 2.23 \frac{1}{2}$	$P = \frac{175 \times 19.5^2}{293.28} = 226 \frac{1}{2}$	FURNACE		233 1/2"	
TOP HEAD STAYS	$\frac{2}{8}$	$S = \frac{17 \times 17.25 \times 185}{6.49} = 8359 \frac{1}{2}$		COMB. CHAMBER		342 1/2"	
TUBE PLATE	$\frac{15}{32}$	$S = \frac{(4.5 - 2.46) \times 9372 \times 7000}{4125 \times 4.5} = 207 \frac{1}{2}$	$P = \frac{15 \times 1760 \times (4.5 - 2.98)}{37.75 \times 4.5} = 222 \frac{1}{2}$	BACK TUBE PLATE		53 1/2"	
C.C. CROWN PLATE	$\frac{19}{32}$	$S = \frac{135 \times 9^2}{8} = 190 \frac{1}{2}$	$P = \frac{135 \times 9^2}{53.745} = 225$	TOTAL H.S.		291 9/16"	
C.C. CROWN STAYS	$\frac{3}{4}$	$S = \frac{8 \times 6.25 \times 185}{2.012} = 4870 \frac{1}{2}$		GRATE SURFACE		101.8 1/2"	
C.C. WRAPPER PLATE	$\frac{9}{16}$	$S = \frac{135 \times 9^2}{7.125} = 215 \frac{1}{2}$	$P = \frac{135 \times 9^2}{47.328} = 231 \frac{1}{2}$	HS /QS.		2.86	
C.C. WRAPPER STAYS	$\frac{1}{8}$	$S = \frac{7.125 \times 6.25 \times 185}{1709} = 5109 \frac{1}{2}$		CALORIMETER		16.7 1/2"	
C.C. BACK PLATE	$\frac{9}{16}$	$S = \frac{135 \times 9^2}{7.5^2} = 194 \frac{1}{2}$	$P = \frac{135 \times 9^2}{55.32} = 197 \frac{1}{2}$	QS/ CAL.		6.08	
C.C. BACK STAYS	$\frac{5}{8}$	$S = \frac{7.5 \times 6.25 \times 185}{1709} = 5987 \frac{1}{2}$					
C.C. BACK STAYS	$\frac{1}{2}$	$S = \frac{7.5 \times 6.25 \times 185}{1.43} = 5821 \frac{1}{2}$					
CROWN GIRDERS	$\frac{10}{16}$	$S = \frac{917 \times 10^4 \times 2}{(41.25 - 6.25) \times 8 \times 3.437} = 192 \frac{1}{2}$	$P = \frac{118.50 \times 10^4 \times 2}{(39.75 - 6.425) \times 8 \times 3.975} = 228 \frac{1}{2}$				

TENSILE STRENGTH OF SHELL PLATES & GIRDERS	63000 TO 71680 LBS
" " " FLANGE " "	58240 TO 67200 LBS.
" " " WORKING PRESSURE	185 LBS PER SQ. IN.
" " " WATER TEST	217.5 " " " "
" " " EVAPORATION	180 LBS OF WATER PER SQ FT OF GRATE PER HOUR.

1 BOILER - ASDRAWN
1 BOILER - TO OTHER HAND
SAFETY VALVE 5" DIA. SINGLE
SPRING
FOR DETAILS OF BOTTOM
HEAD STAYS SEE DR
NO 113-561-3.

NEW YORK SHIPBUILDING CO.,
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM

Print No. 3

Made MAR 27 1913

For Dep't NOYBS

W1008-0141

FOR DETAILS OF BOTTOM
HEAD STAYS SEE DE
NO 113-561-3.

SPRING



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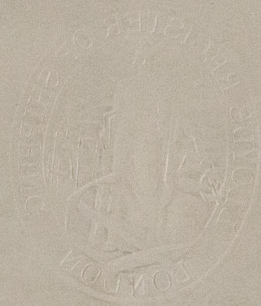
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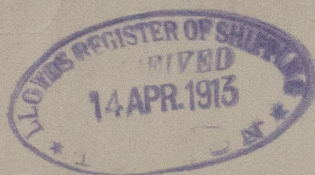
Two Main Boilers,

Contract No. 147.

Working Press. 185 Lbs.



ss 'Hampden'
Phl. Report No 2091



W1008-0141

No 57
LLOYD'S Test-
2787
31. 10. 13
10. 31. 13 R H

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