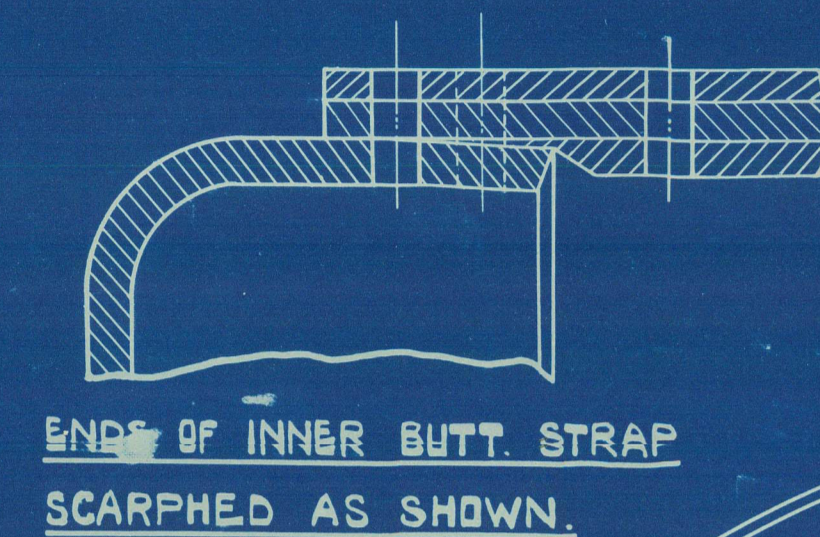
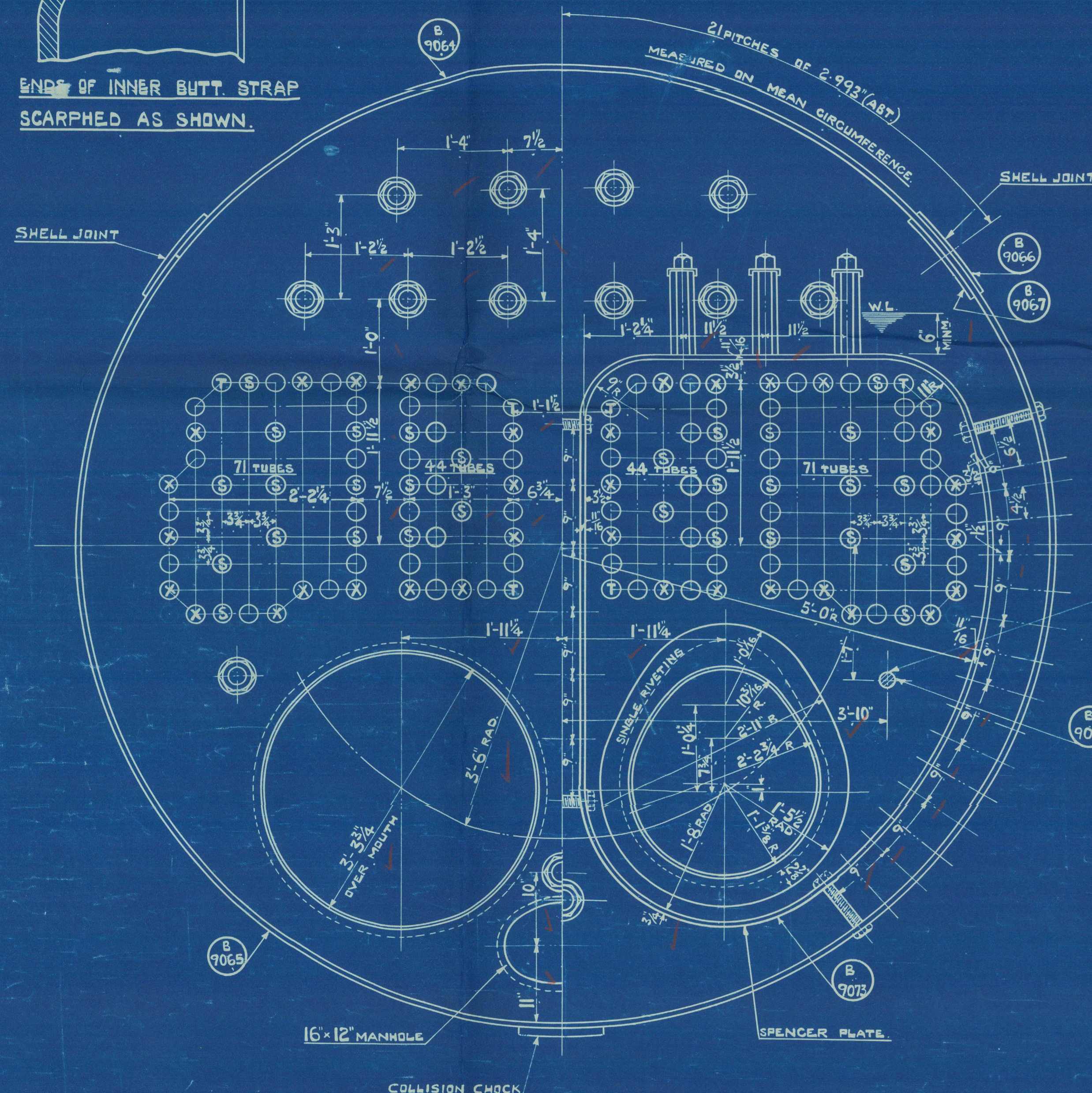


SHELL RIVETING

SCALE - 3" = 1 FOOT.

END OF INNER BUTT STRAP  
SCARFED AS SHOWN.

ARRANGEMENT OF STAYS THROUGH SHELL.

STEEL STAY 2 1/2" DIA. BODY, 2 3/4" DIA. ENDS.  
SCREWS SCREWED INTO BOTH PLATES  
10 THDS. / INCH.

DETAIL OF MANHOLE DOOR ON FRONT.

HALF SIZE.

COLLISION CHECK

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

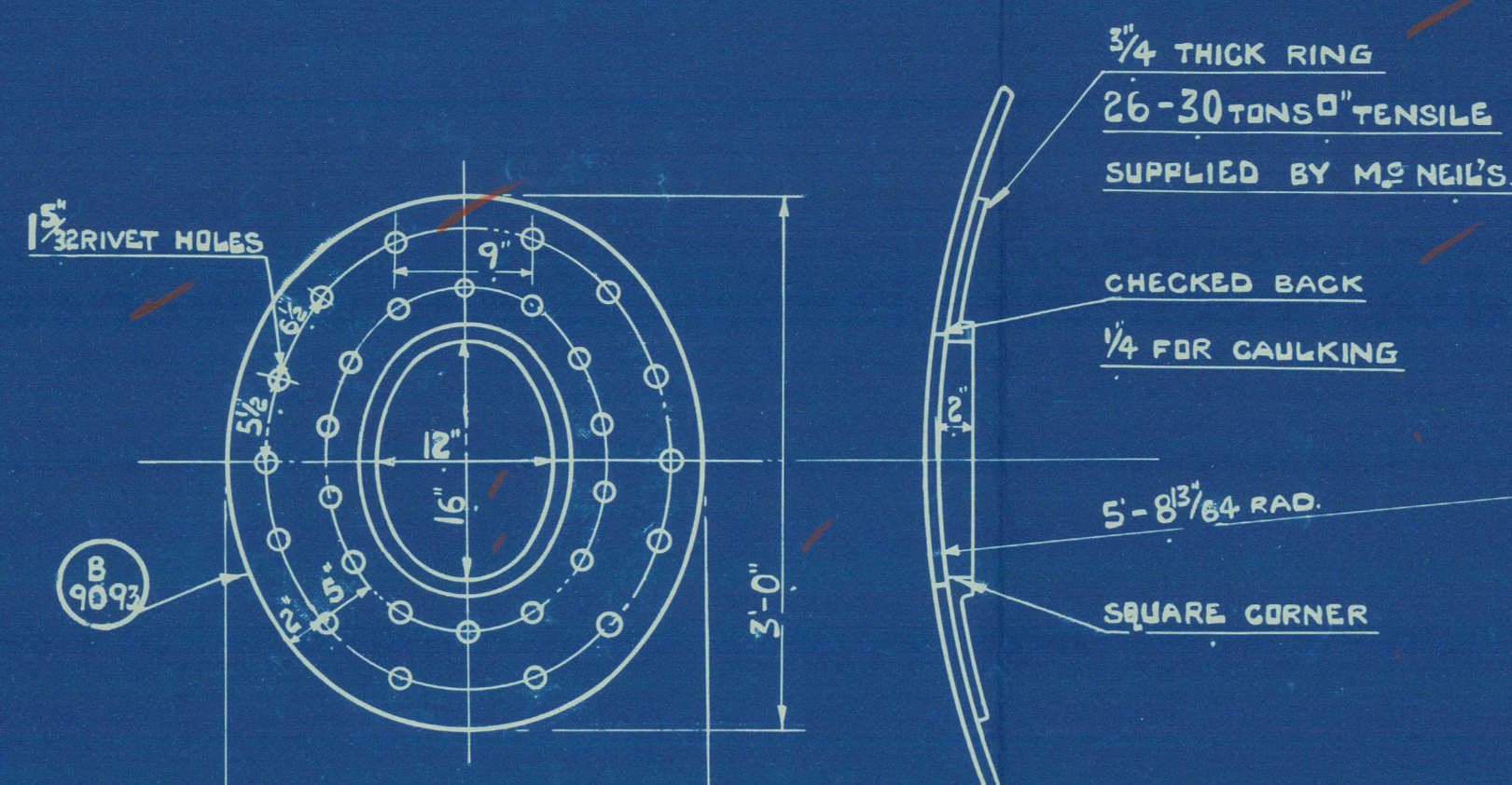
3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

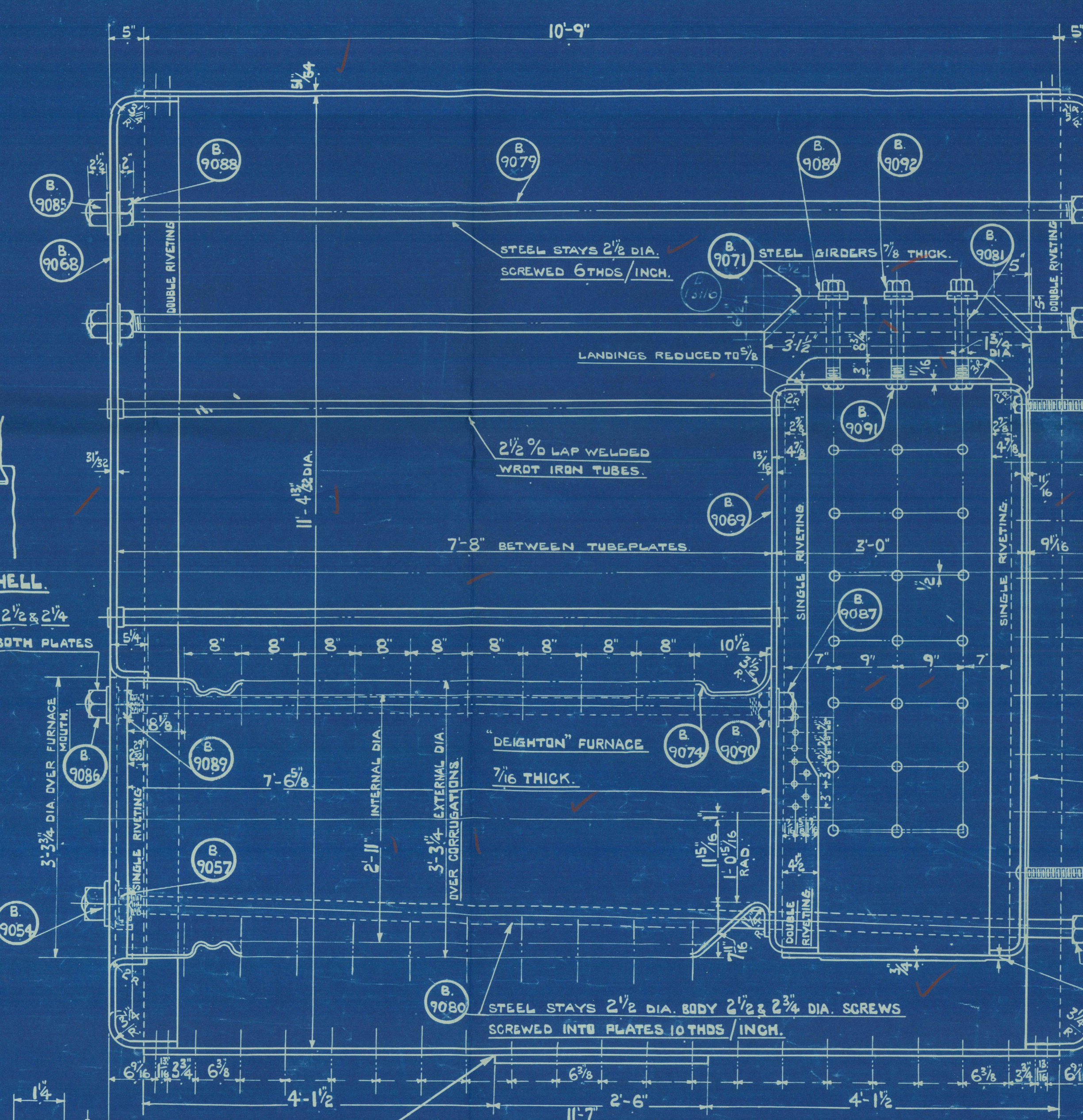
3/8" DIA. RIVETS

COUNTER SUNK.



MANNEIL'S PATENT DOOR &amp; RING

16" x 12" SIZE



ARRANGEMENT OF STAYS THROUGH SHELL.

STEEL STAY 2 1/2" DIA. BODY, 2 3/4" DIA. ENDS.  
SCREWS SCREWED INTO BOTH PLATES  
10 THDS. / INCH.

DETAIL OF MANHOLE DOOR ON FRONT.

HALF SIZE.

COLLISION CHECK

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

1/16" THICK

3/8" DIA. RIVETS

COUNTER SUNK.

WORKING PRESSURE 150 LBS PER SQ. INCH

TEST " 275 " " " "

TO LLOYD'S REQUIREMENTS, TESTS &amp; SURVEY.

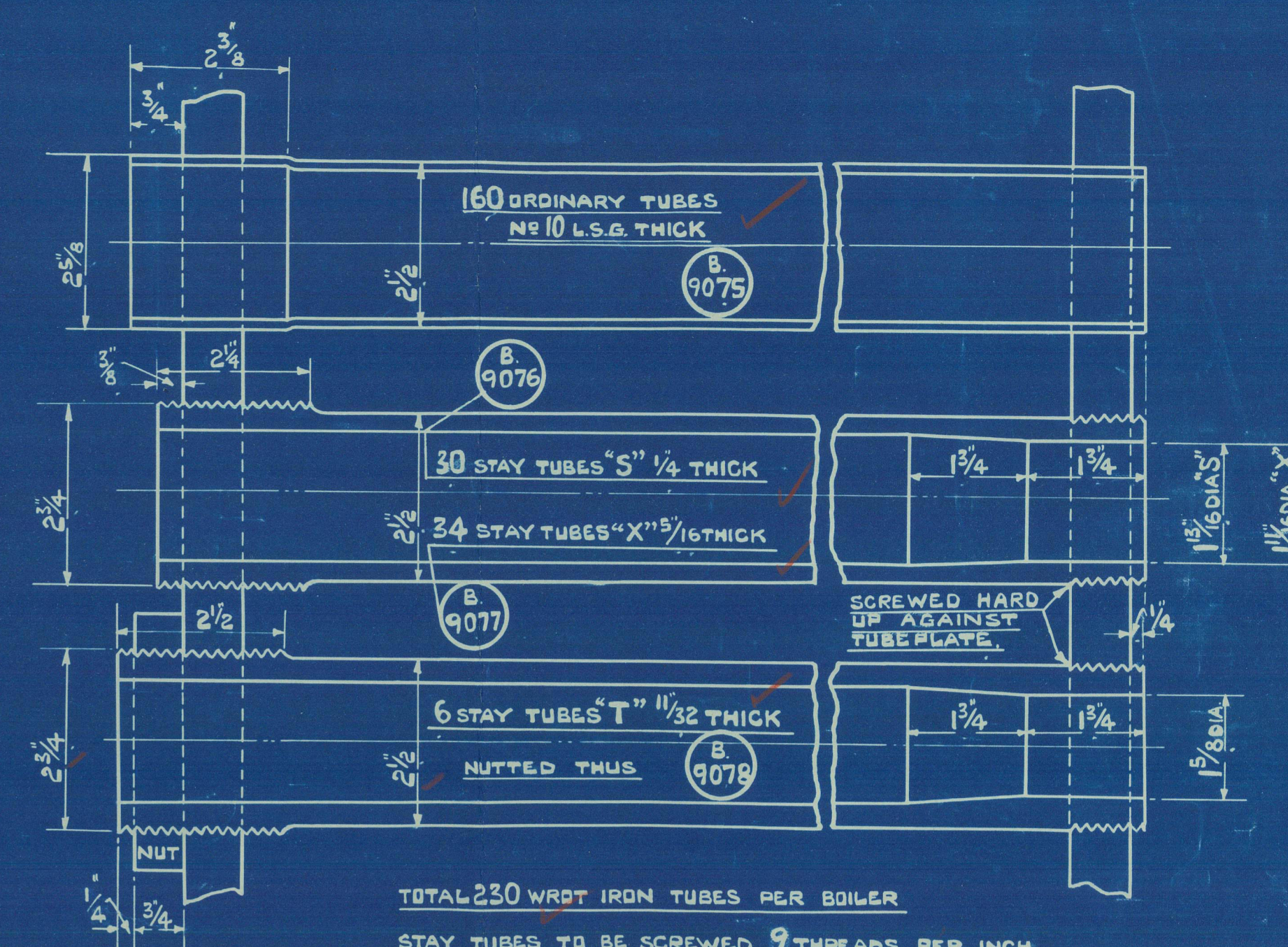
NOTE:- ALL RIVET HOLES MUST BE DRILLED FAIR & AS FAR AS POSSIBLE IN PLACE. AFTER DRILLING THE PLATES, THE BURRS SHOULD BE REMOVED & THE PAVING SURFACES OF THE PLATES CLEANED ALSO.

ALL PLATES WHICH ARE FLANGED OR LOCALLY HEATED ARE TO BE AFTERWARDS THOROUGHLY ANNEALED.

FLANGES IN TUBE PLATE TO BE MACHINED FOR RECEPTION OF FURNACES TO ENSURE A GOOD FIT.

FIGURED DIMENSIONS ONLY TO BE TAKEN

HEATING SURFACES ETC.	ONE BOILER
TUBES 2 1/2" EXT. DIA. x 7'-8" L.T.P.	1150. #
FURNACES.	145. #
COMBUSTION CHAMBERS.	200. #
TOTAL HEATING SURFACE.	1495. #
STEAM SPACE.	226. #
COMBUSTION SPACE.	268. #
AREA THRO' TUBES.	55. #



TOTAL 230 WROT IRON TUBES PER BOILER

STAY TUBES TO BE SCREWED 9 THREADS PER INCH

CONTINUOUS THREAD.

HALF SIZE.

NOTE:- A MARK TO BE MADE ON THE

END PLATE BEARING THE

PHRASE "C.C. TOP."

RIVETS IN COMB. CHAMBERS & FURNACES

TO BE FINISHED THUS.

HALF SIZE.

NOTE: TABLE FOR 1010 & 1011 ONLY

STEEL SCREWED STAYS

MARK	DIA.	THREADS PER INCH	POSITION	THICKNESS OF NUTS.
○	1 1/2	9	BACK	3/4
○	1 1/2	9	SIDES	3/4
○	1 1/2	9	BACK MARGIN	7/8
—	1 1/2	9	BIRDER TOPS	1 1/2 x 7/8
◎	1 1/2	9	BACK MARGIN CORNER	7/8

COMBUSTION CHAMBER MARGIN STAYS TO BE SCREWED INTO BOTH

PLATES & FITTED WITH NUTS AT BOTH ENDS.

THE SIDE COMBUSTION CHAMBER SCREWED STAYS NUTTED AT BOTH ENDS.

ALL OTHER SCREWED STAYS TO BE SCREWED INTO PLATES, RIVETED OVER

INSIDE C.C. ONLY, & FITTED WITH NUTS AT BACK OF BOILER.

SCREWED STAYS NOT TO BE WORKED IN FIRE.

ONE OFF THUS PER SHIP

NOS 968G-969G-971G & 972G

DONKEY BOILER 11'-6" EXT. DIA x 11'-6" LONG

LONDON COPY.

OIL FIRED WITH FORCED DRAUGHT.

SCALES:- 1" = 1 FOOT & AS MARKED.

APPROVED BY OWNERS 19-12-35

LLOYD'S 20-12-35

HARLAND & WOLFF LTD.  
BELFAST

No. 1010-1 G.

TITLE Dunlop Bikes 11'6"

DATE APPROVED

"British Trust" Gls Rept No. 60600

**LONDON COPY.**

7

GLZ BOX NO 557A

332T  
333T  
5442T  
443T  
4413T  
4446T  
5444T  
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4445T

RETAIN



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Lloyd's Register  
Foundation

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