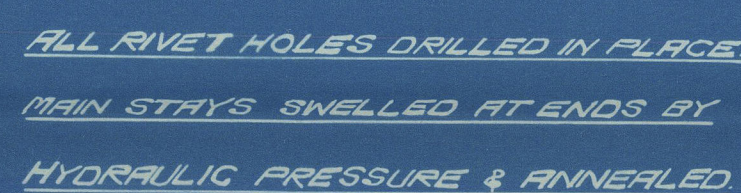


— RIVETING —			
	LONG \angle	BACK END CIRC \angle	FRONT END CIRC \angle
RIVET HOLE DIA.	$\frac{9}{16}$ "	$1\frac{1}{8}$ "	$1\frac{3}{8}$ "
PITCH	$10\frac{1}{2}$ "	$4\frac{1}{8}$ "	$3\frac{1}{2}$ "
% PLATE	84.9	63.9	59.9
% RIVET	89.3	43.9	44.9
% COMBINED	87.8		

LIMITS OF TENSILE STRENGTH & MATERIAL	
SHELL & BUTTRESS	30 TO 32 TONS
GIRDERS	28 , 32 ,
OTHER PLATES	26 , 30 ,
FURNACES	26 , 30 ,
MAIN STAYS	28 , 32 ,
SCREWED STAYS	26 , 30 ,
RIVET BARS	26 , 30 ,

STEEL



FIREBOX STAYS		STEEL		SCREW
POSITION	MARK	DIA	(DIA - 267)	THDS/INCH
BACK TOP & SIDES	○	1/8"	1.849	9
BACK WIDE SPACE	⊗	1/2" ^{SN}	2.199	9
TOP ROW	○	1/4"	2.585	9

ALL FIREBOX STAYS SCRAPPED THRO' BOTH PLATES & NUT FITTED AT EACH END EXCEPT STAYS FROM WING FIREBOX TO SHELL & STAYS MARKED 'C' IN BACK BOTTOM END WHICH PROJECT & ARE CALKED
ALL 1/8" & 1/2" NUTS 3" DEEP EXCEPT ON GIRDER TOP WHERE THE OUTSIDE NUTS ARE 1 1/2" DEEP
ALL 1/8" NUTS ARE 1" DEEP

O.T. 31374 B.
TR^g N^o 50503.
TRACED 15TH OCTOBER 1925.

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ENGINEERS
16 NOV 1825
ELLIS STREET
GLASGOW

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W.P. 220 LBS

(DUPLICATE OF N^o 832)

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LLOYD'S TEST.

380 lbs.

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"Linamoe"

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Pulpit Point

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