

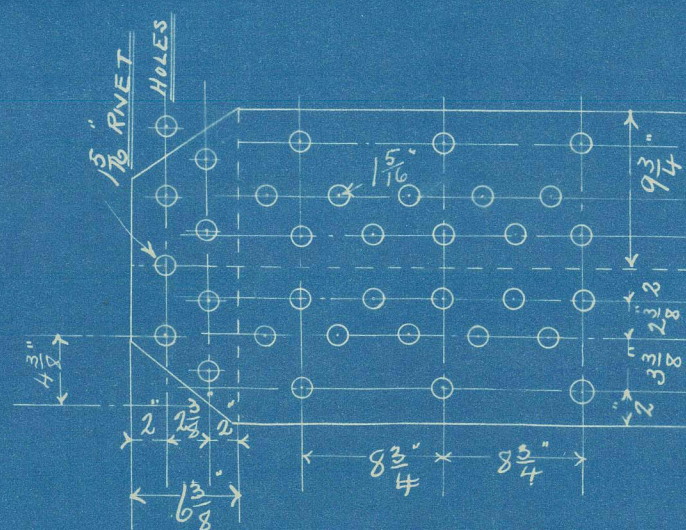
23.1.02

HEATING SURFACE IN 1 BLR

TUBES $2\frac{1}{2} \times 4 \times 38$	1920.90
FURNACES	132 "
COMB CHAMBER	154 "
BACK TUBE PLATES	20 "
FRONT " "	15 "
TOTAL	2241
3 BR.	6813
WORKING PRESS.	180 LB
TEST "	360 "

CONDITION OF CONSTRUCTION

LONGITUDINAL SEAMS DOUBLE BUTT STRAP JOINTS, HOLES DRILLED IN PLACE AFTER BENDING THE PLATES THEN TAKEN APART THE BURR TAKEN OFF & THE HOLES SLIGHTLY COUNTERSUNK FROM THE INSIDE	
CIRCUMFERENTIAL SEAMS DOUBLE RIVETER LAP JOINTS HOLES DRILLED IN PLACE AFTER BENDING THE PLATES THEN TAKEN APART THE BURR TAKEN OFF & THE HOLES SLIGHTLY COUNTERSUNK FROM THE INSIDE	
ALL HOLES DRILLED IN PLACE	
LLOYDS	BOARD OF TRADE
CONSTANT USED FOR SHELL 22.55	TENSILE STRENGTH OF PLATE 29-32 TONS
" " " LONG STAYS 185	FACTOR OF SAFETY 4.5
" " " SHORT " 135	CONSTANT USED FOR LONG STAYS 125
" " " STAY TUBES 140x150	" " " SHORT " 100
% OF STRENGTH OF PLATES AT JOINT 85.0	% OF STRENGTH OF PLATE AT JOINT 85.0
" " " RIVETS (11.5x $\frac{15}{16}$) 94.5	" " " RIVETS (11.5x $\frac{15}{16}$) - 88.4

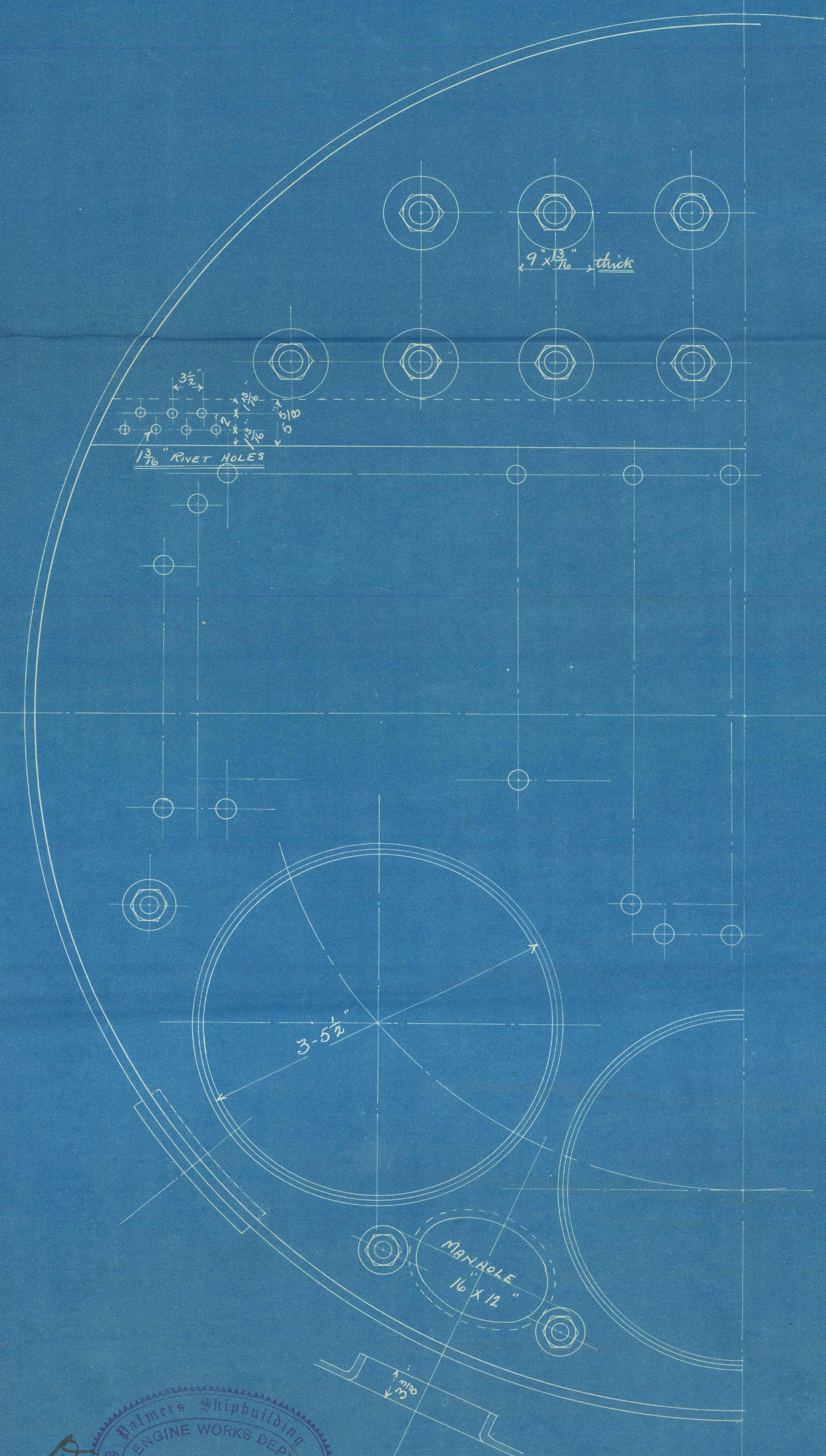
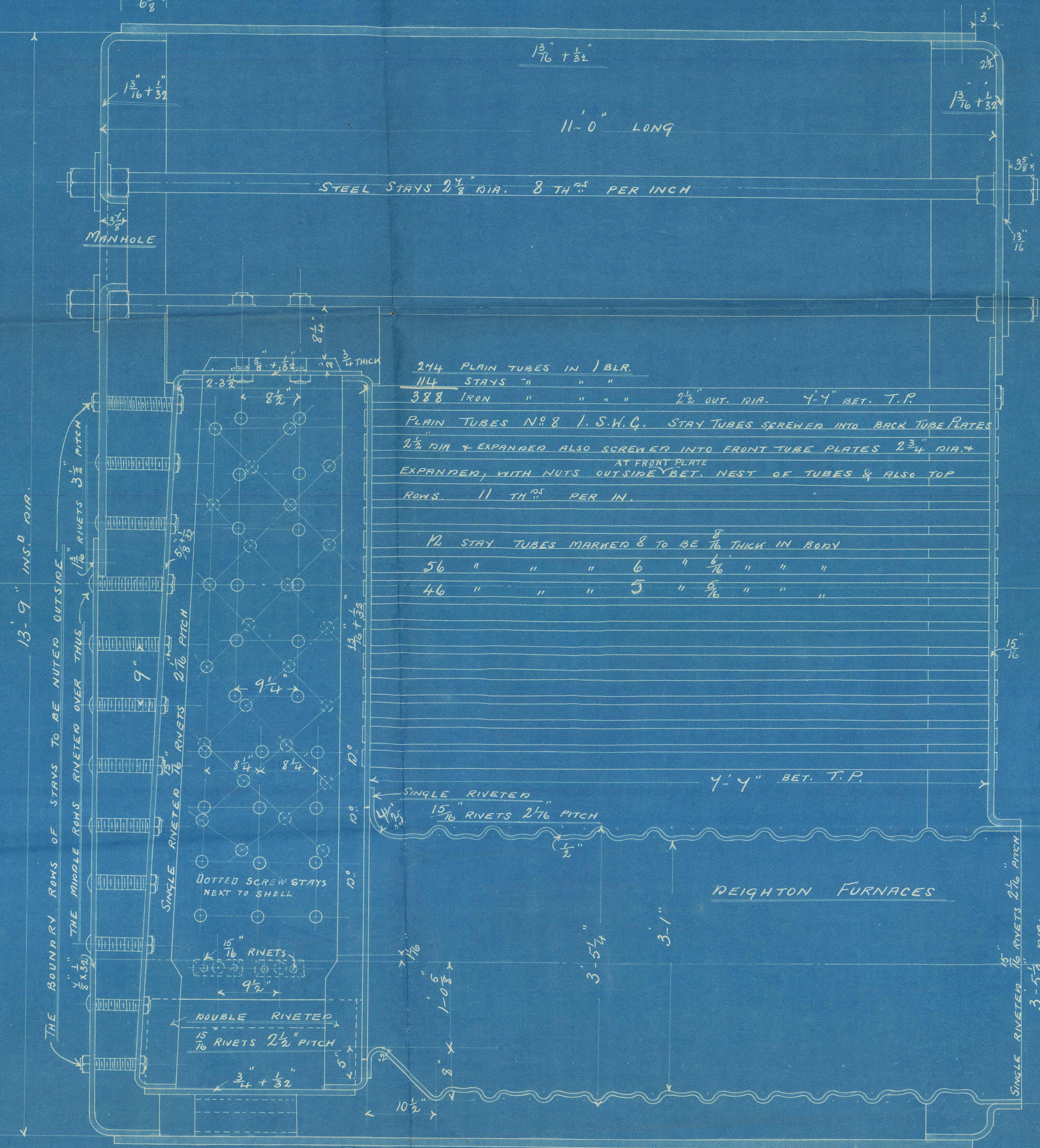
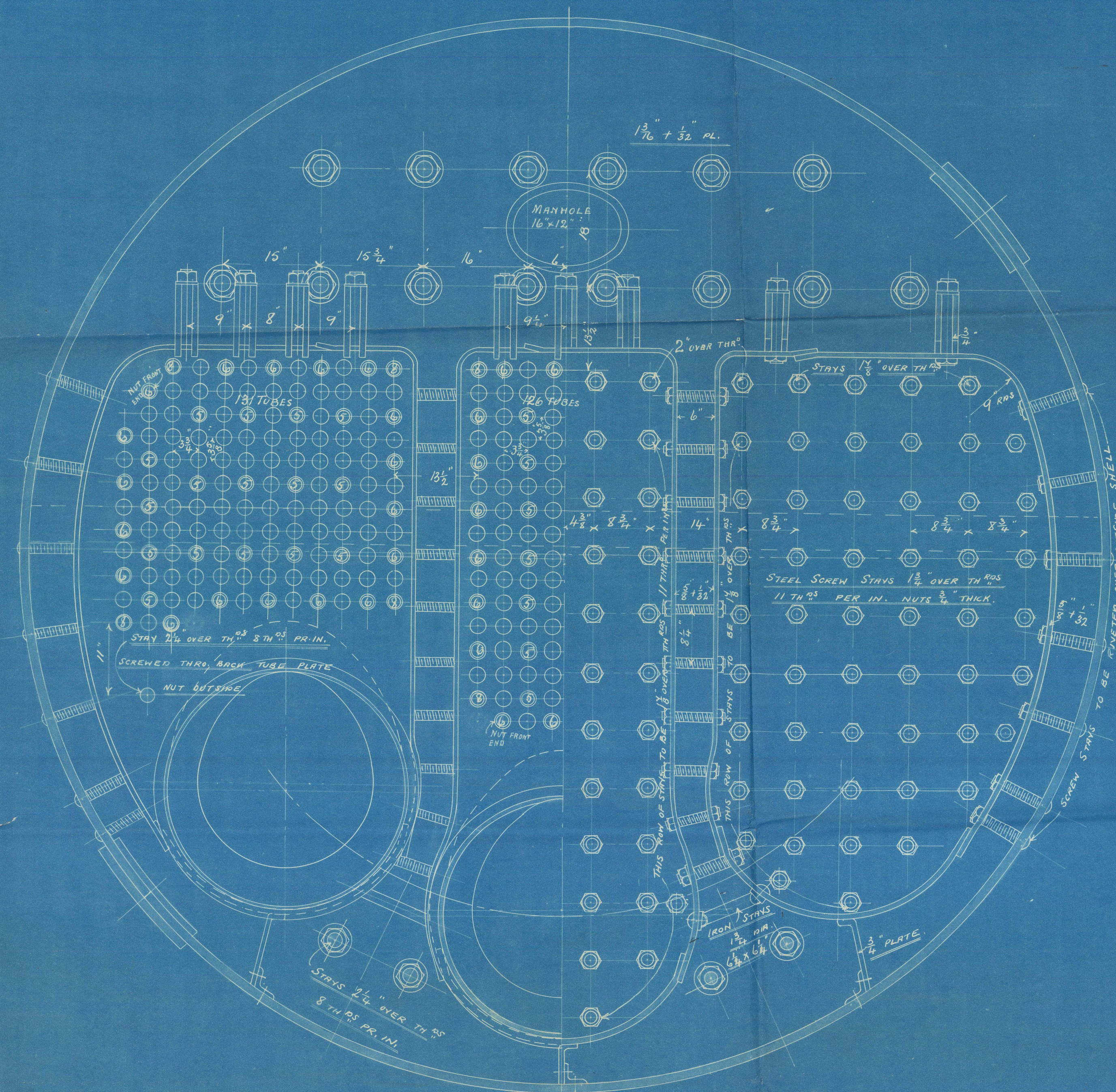


SHELL RIVETING
DOUBLE BUTT STRAP JOINT
SHELL PLATE $1\frac{1}{2} \times \frac{1}{2}$ BUTT STRAPS $1\frac{1}{2} \times \frac{1}{2}$
RIVET HOLES $1\frac{1}{2}$ DIA. GREATEST PITCH $8\frac{3}{4}$

BOILERS 3 OFF

SCALE 1" = 1 FT

ALL STEEL EXCEPT TUBES WHICH ARE OF W.R. IRON



ENGINE N°702

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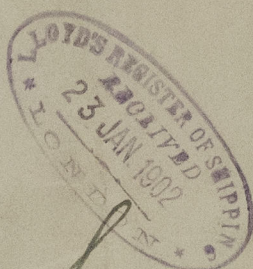


NO 15599

Palmer & S

N^o 702 Engine
756 Shps.

180 tons.



S.S. Gracchus

Newcastle Report

N^o 44168



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Lloyd's Register
Foundation