

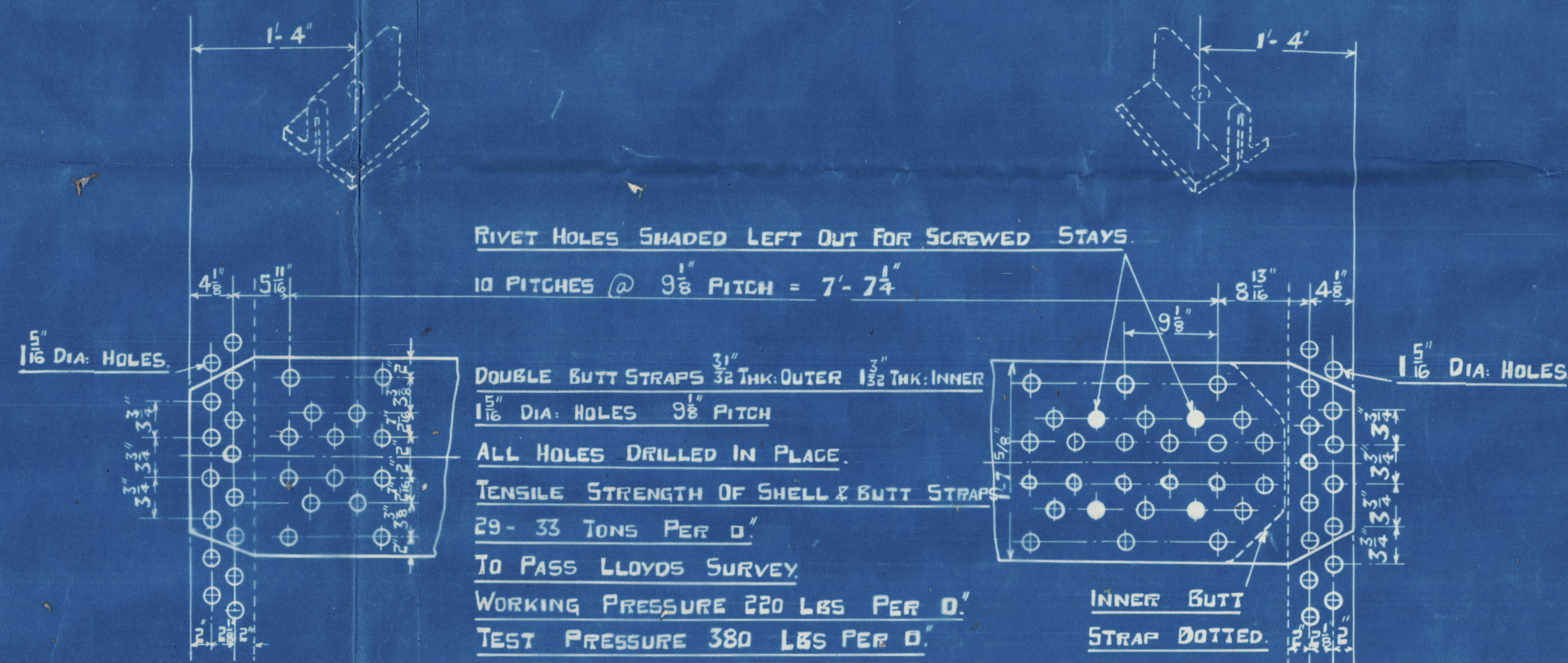
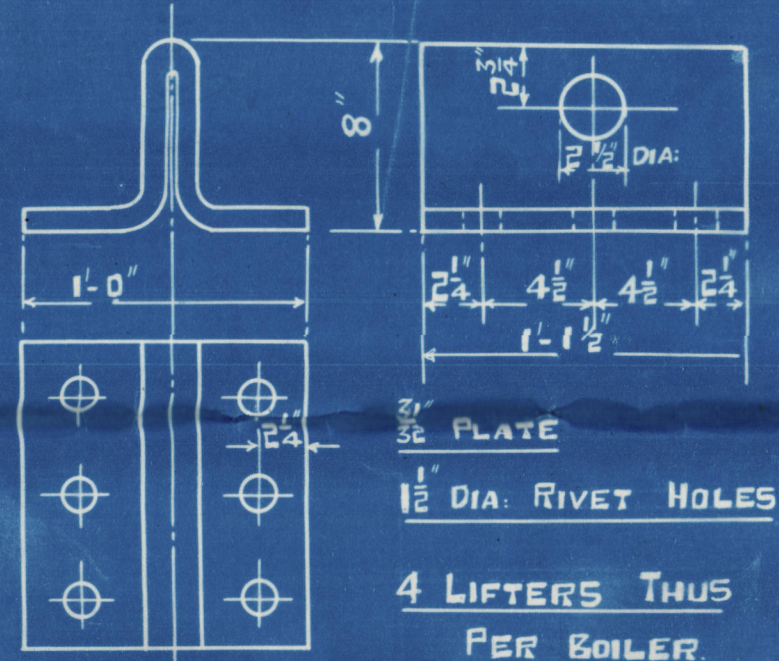
AUXILIARY BOILER.

Jeffrey 27/11/35.
L. L.
Approved by Lloyd
28/11/35.

$$\text{RIVET } \% = \frac{100 \times 23 \times 1.353 \times 5 \times 1.875}{29 \times 9.125 \times 1.265} = 87.1 \%$$

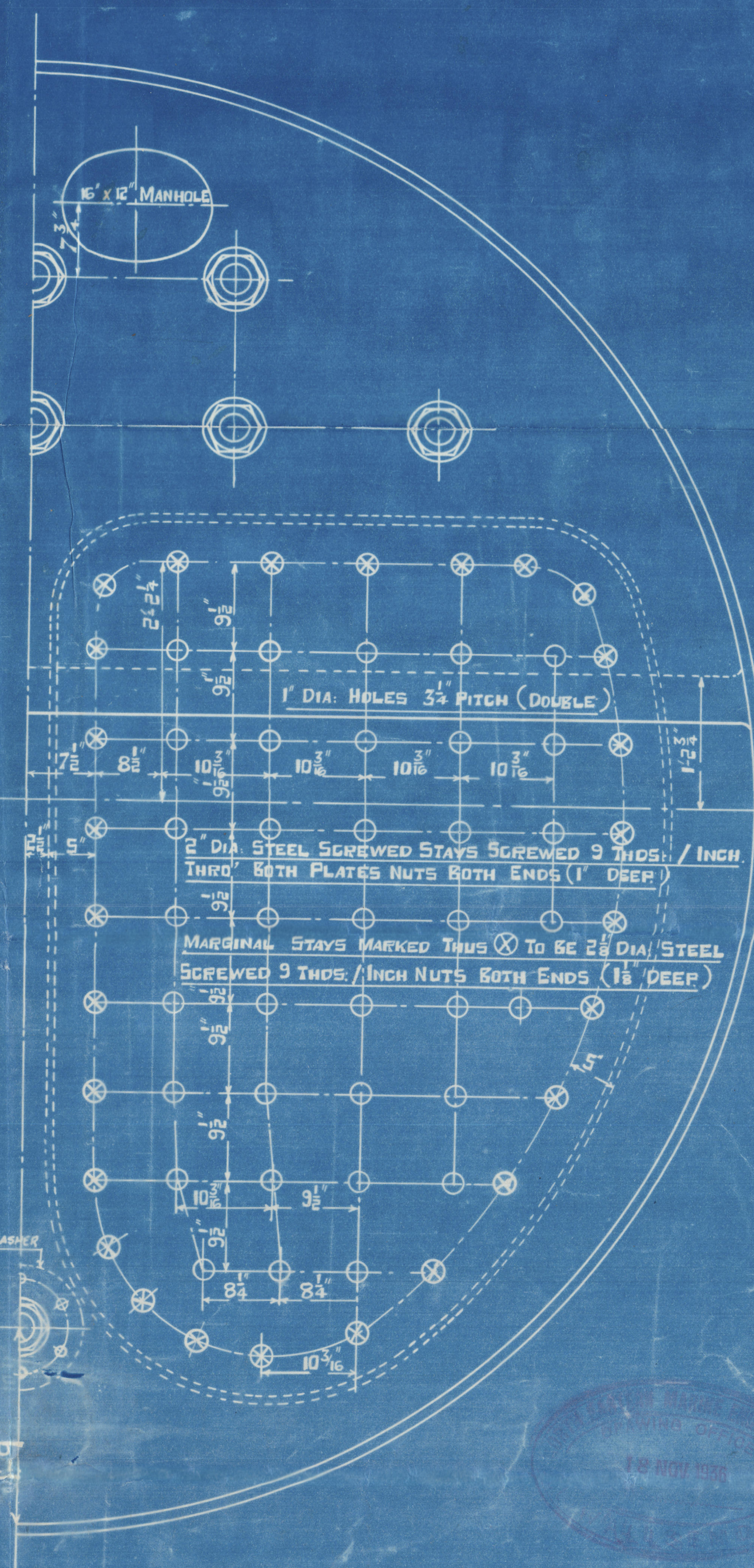
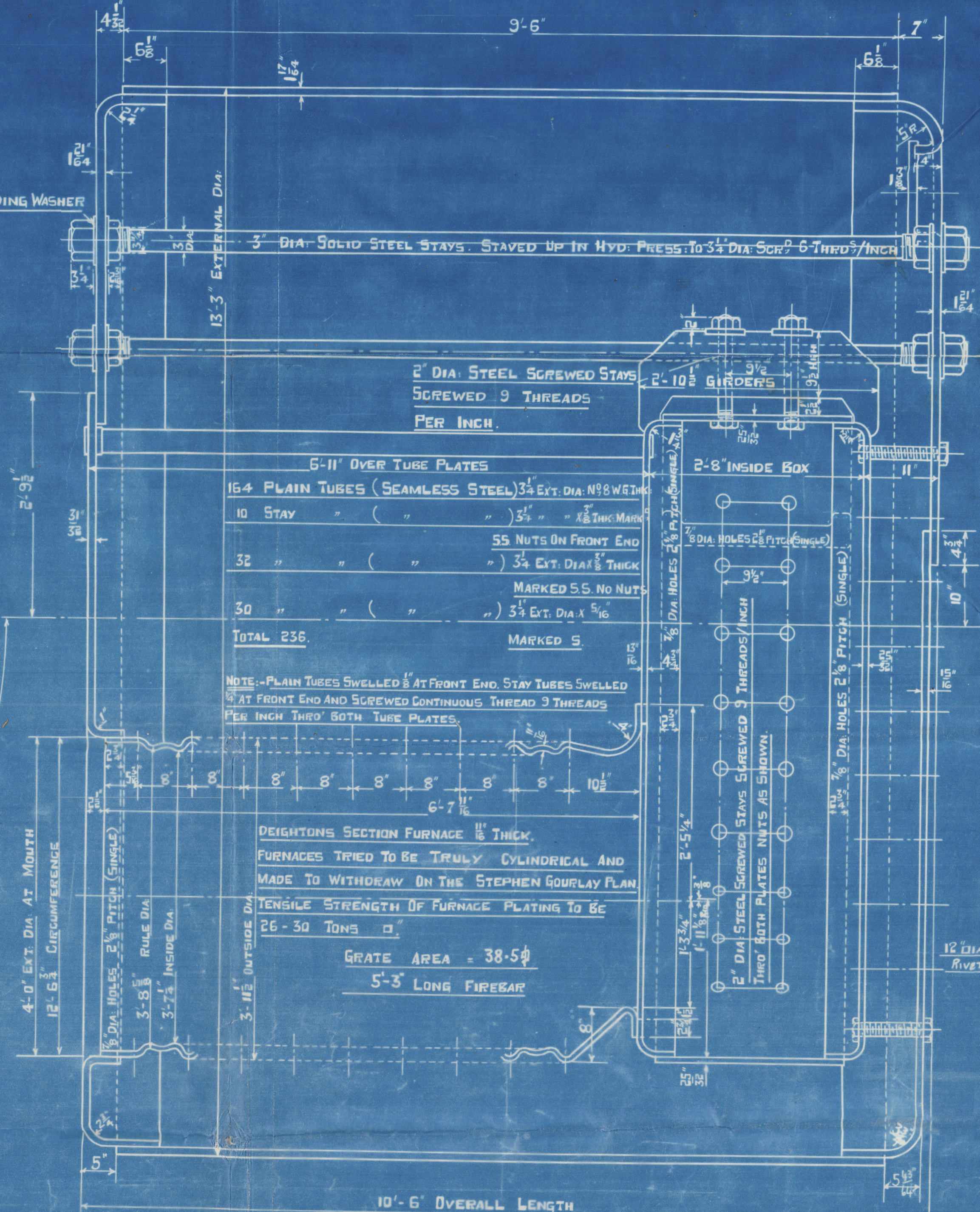
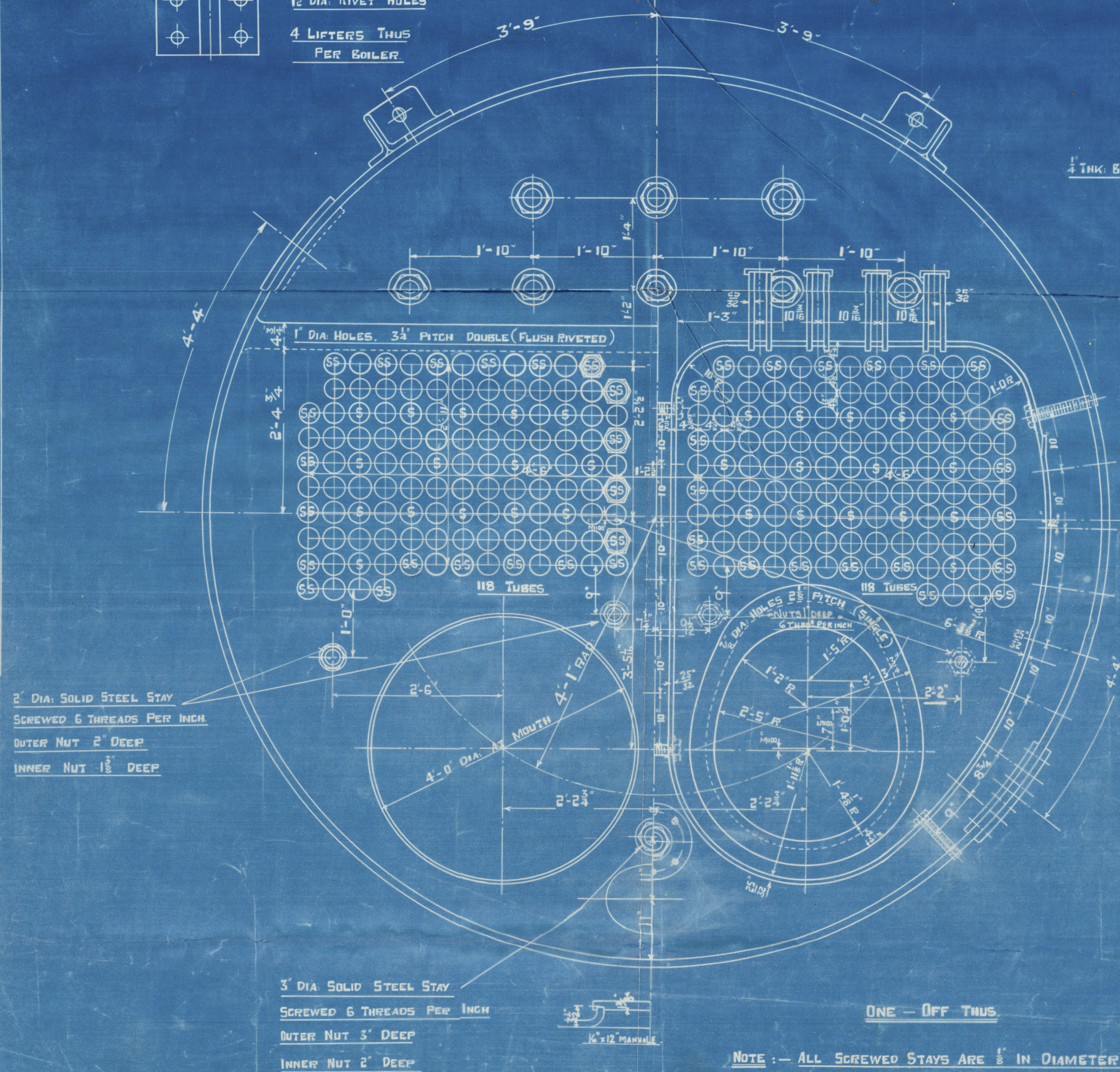
$$\text{COMBINED \%} = \frac{100 \times (9.125 - 2.625)}{9.125} + \frac{87.1}{5} = 88.6 \%$$

$$\underline{\text{SHELL}} = \frac{(40\frac{1}{2} - 2) \times 29 \times 85.6\%}{2.75 \times 156.46} = 222 \text{ LBS.}$$



PARTICULARS FOR ONE BOILER.		
HEATING SURFACE TUBES.		= 1389
"	" FURNACES	= 95 ft
"	" SIDES & TOP	= 94 ft
"	" BACKS	= 62 ft
"	" BACK TUBE PLATE	= 40 ft
"	" FRONT " "	= 25 ft
"	" TOTAL	= 1705 ft
AREA THRO' TUBES		= 10.2 sq

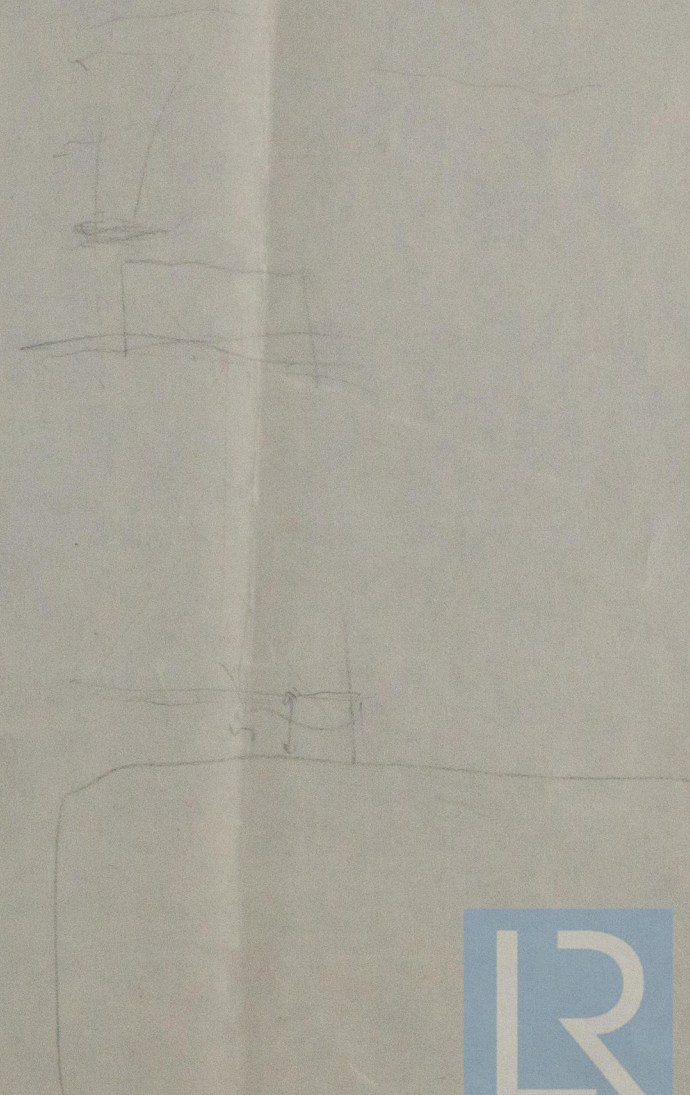
TESTS OF MATERIAL.		
SHELL PLATES	29-33	TONS
BUTT STRAPS	29-33	" "
GIRDERS	29-33	" "
MANHOLE DOORS	29-33	" "
ALL COMB. CH. & FLANGING PLATES	26-30	" "
FURNACES	26-30	" "
SCREWED STAYS	26-30	" "
LONGITUDINAL STAYS	29-32	" "



NOTE : — ALL SCREWED STAYS ARE $\frac{1}{8}$ " IN DIAMETER
LARGER THAN LLOYDS REQUIREMENTS

TRACING NO 766

CONTRACT ~~SECRET~~ - 2876



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S.S. "Beaconsfield".

NEWCASTLE ON TYNE.

Report No. 96583.

The North Eastern Marine Eng. Co. Ltd.

5/ Cont. N° 2876

Galeon L.B. Co N° 367 vessel

Aux. Boiler

W.P. 220 lbs.

Latest Duplicate of Builders N° 2846
as Blackheath - Inst. Ppt. 93715

"Beckenham"

N° 728

LLOYDS TEST

380 LBS

W.P 220 LBS

27-7-37 J.E.S.

W1644-0178

From IP 404
S.S. "Beckenham".
NEWCASTLE ON TYNE.
Report No. 95512.
Lloyd's Register
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