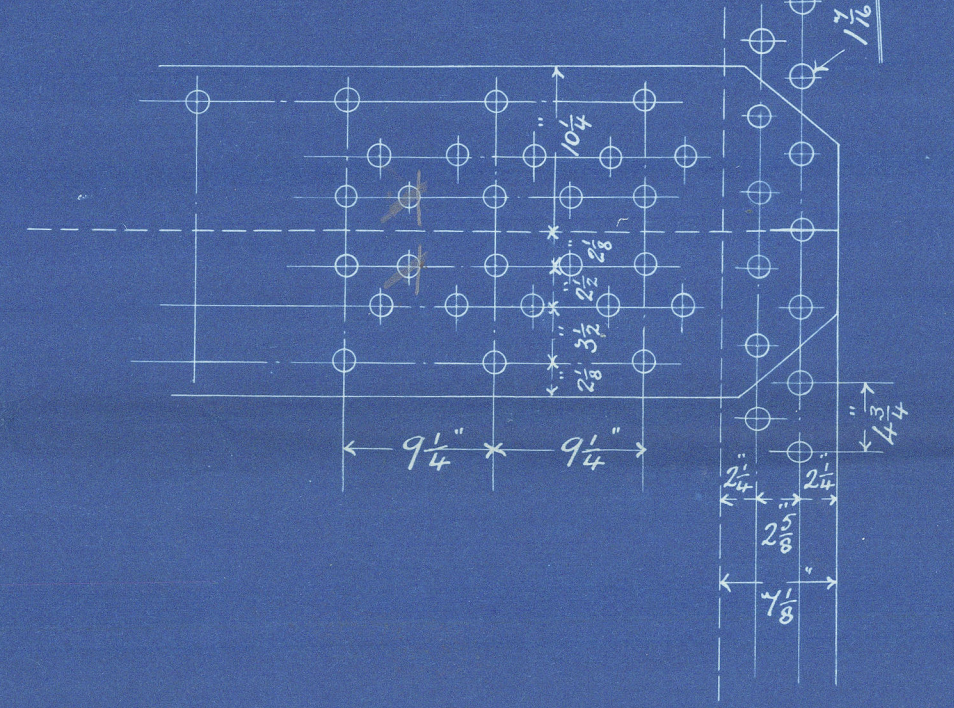


25:6:01
 19:1:01

HEATING SURFACE IN 1 BOILER	
TUBES $3\frac{1}{4} \times 4-1 \times 34.4$	2070 sq
FURNACES	145 "
COMB CHAMBER	230 "
BACK TUBE PLATES	45 "
FRONT " "	40 "
	2530 sq
	4 B ²
TOTAL 4 B ² 10 120 sq	
WORKING PRESSURE	180 LBS
TEST "	360 "

CONDITION OF CONSTRUCTION	
LONGITUDINAL SEAMS DOUBLE BUTT STRAP JOINTS. CIRCUMFERENTIAL SEAMS DOUBLE RIVETER LAP JOINTS. ALL HOLES DRILLED IN PLACE AFTER BENDING THE PLATES THEN TAKEN APART & THE BURR TAKEN OFF & THE HOLES SLIGHTLY COUNTER SUNK FROM THE INSIDE	
LLOYDS	BUREAU VERITAS (DUTCH GOV)
TENSILE STRENGTH OF SHELL PLATE	29-32 TONS
CONSTANT USED FOR SHELL	22.55
" " " LONG STAYS	185
" " " SHORT "	135
" " " STAY TUBES	140 & 150
" " " RIVETS	24-27
TENSILE STRENGTH OF OTHER PLATES	26-30 TONS
CONSTANT USED FOR LONG STAYS	4/12.4
" " " RIVETS	86.95 (102 & 85)
" " " STAY TUBES	102 & 85
" " " RIVETS	85.75

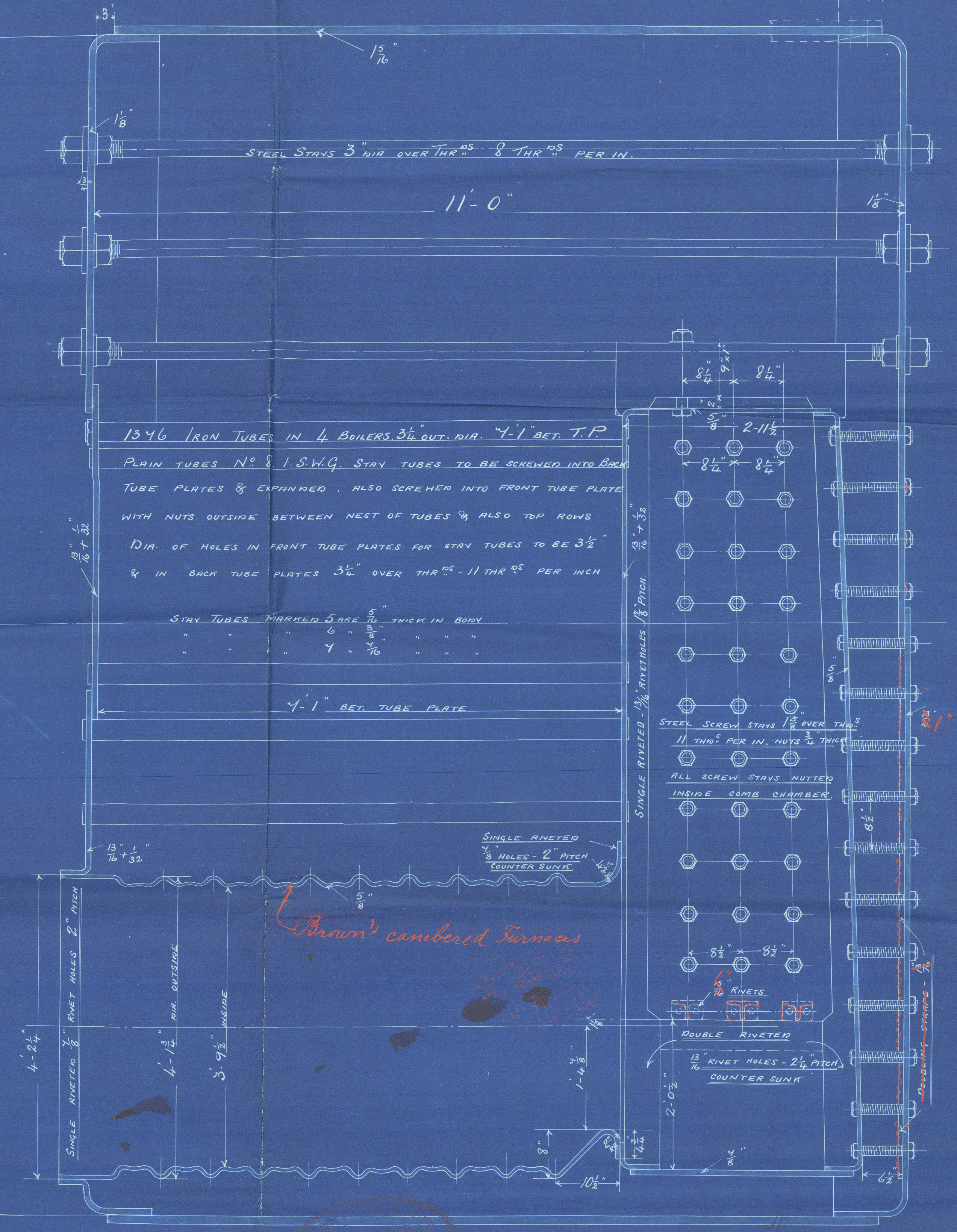
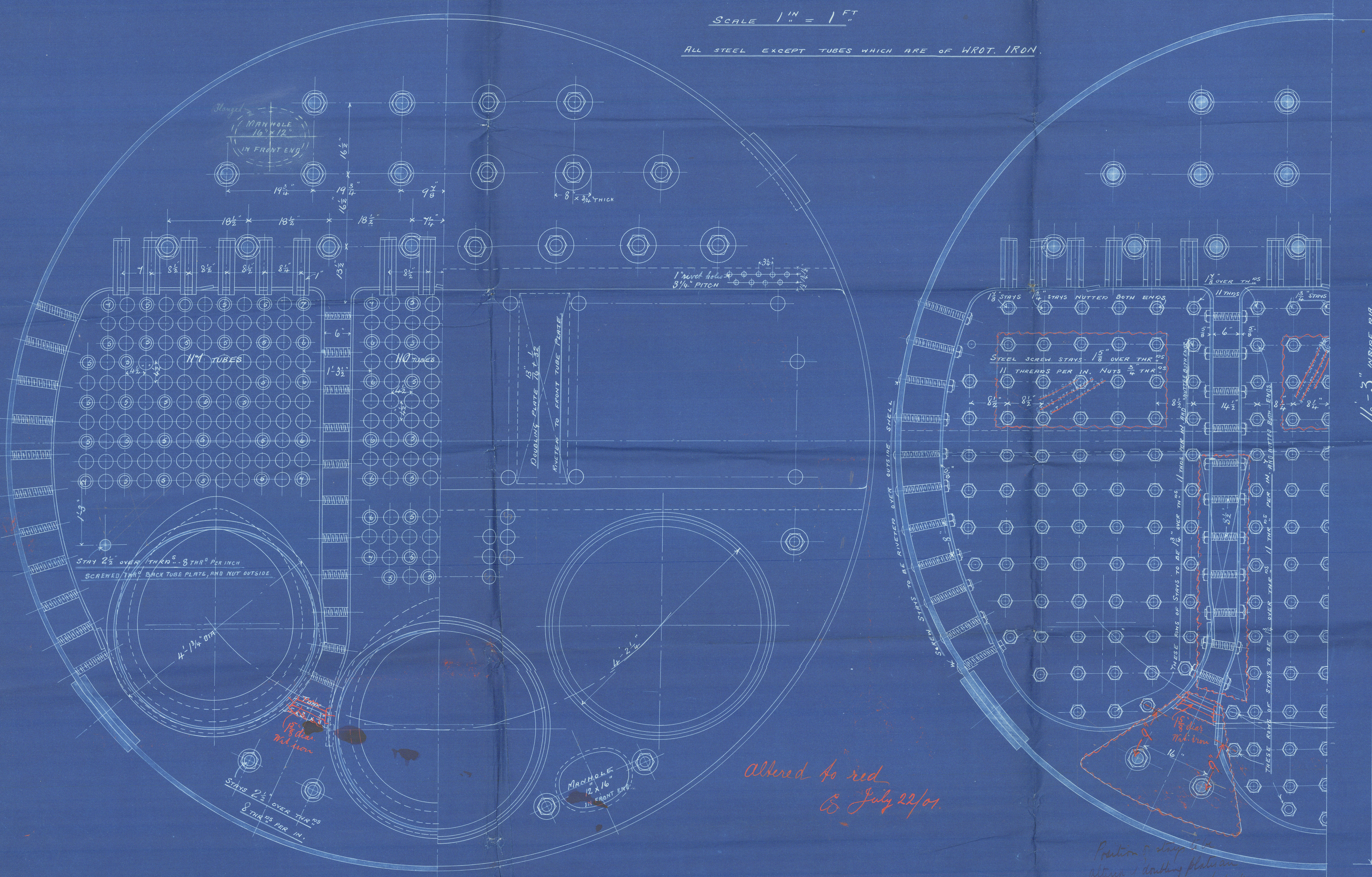
SHELL RIVETING
 DOUBLE BUTT STRAP JOINT
 SHELL PLATE $\frac{1}{8}$ " THICK BUTT STRAP $\frac{1}{8} + \frac{1}{16}$ "
 RIVET HOLES $\frac{1}{16} + \frac{1}{32}$ - GREATEST PITCH $9\frac{1}{4}$ "



BOILERS

SCALE 1" = 1'

ALL STEEL EXCEPT TUBES WHICH ARE OF WROT. IRON.



altered to red
 25 July 22/01

Position of stay
 within double plates
 low down with one of the
 one plate made thick

ENGINE NO 698

NO 15159

Now Tropic
Wreck Bay
St (Top)

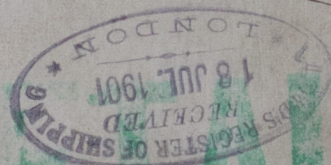
Palmer & Co

Ship No 764

Eng No 698

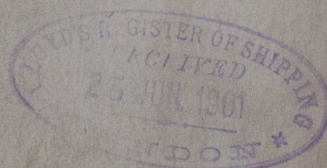
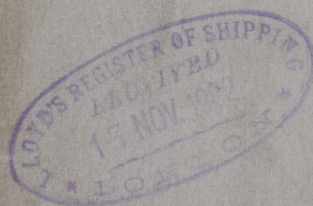
180 Hb

5/5 "New York"



Newcastle Report

No 44282



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Lloyd's Register
Foundation

W663-0070