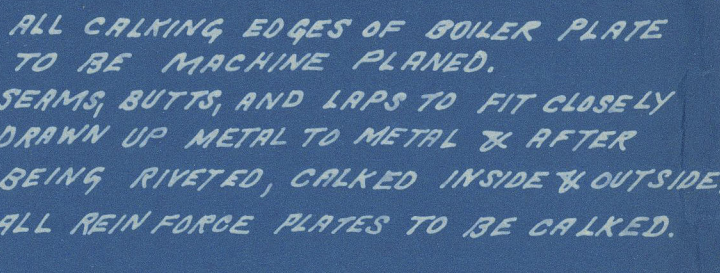


$$\text{PLATE \%} = \frac{9.5625 - 1.5625}{9.5625} \times 100 = 83.6\%$$

$$\text{RIVET \%} = \frac{5 \times 1.767 \times 1.75 \times 85}{9.5625 \times 1.5625} = 87.9\%$$


ALL SCREW STAYS W/1.
SCREW STAYS ON BACK HOLE MARKED THUS
⊙ 2" DIA NUTS $\frac{1}{2}$ " DEEP NET AREA 2.68"
SCREW STAYS ON BACK HOLE MARKED THUS
⊙ 1 $\frac{3}{4}$ " DIA NUTS $\frac{1}{2}$ " DEEP IN C.C. NO NUTS ON
BACK HOLE. NET AREA 1.97"
WRAPPER SCREW STAYS 1 $\frac{3}{4}$ " DIA. NUTS $\frac{1}{2}$ " DEEP
GIRDER SCREW STAYS 1 $\frac{3}{4}$ " DIA. NUTS $\frac{1}{2}$ " & $\frac{1}{4}$ " DIA.
ALL SCREW STAYS HAVE 12 FULL V. THREADS
PER INCH.
ALL SCREW STAYS TO HAVE $\frac{3}{16}$ " HOLE DRILL
 $\frac{1}{2}$ " BEYOND INNER SURFACE OF PLATE.

ENGINE DEPARTMENT.
TITLE
14" 8" INSIDE DIA X 11" 6" OVER HEADS.
S.E. SCOTCH BOILER
220 LBS. WORKING PRESS.
SCALE 1" = 1 FT. DIMIN BY 223 DATE 6 FEB 15
DESIGNED BY 223 CHECKED BY CHIEF DRAFTSMAN
NEW YORK SHIPBUILDING COMPANY
CAMDEN, NEW JERSEY, U.S.A.
DR. 167-561-4

NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM

Print No. 3
Made JUL 6 1915
For Dep't LLOYDS



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Main Balers

250 lb. W. P.

RETAIN

Duplicate No 167

R. C. Stewart
S/S "Edward L. Doherty" minor

Phil. Rpt. No. 2602.



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