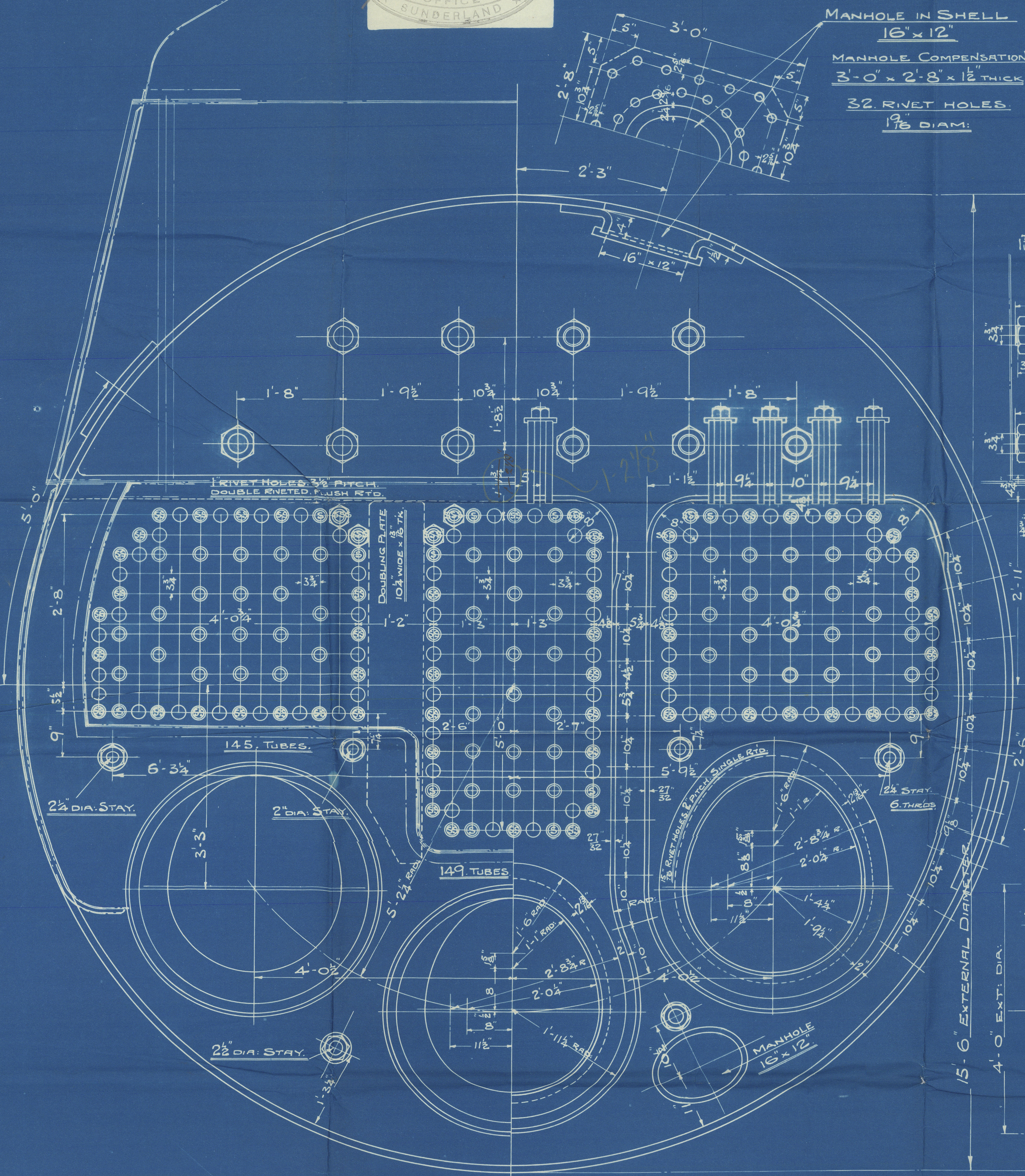
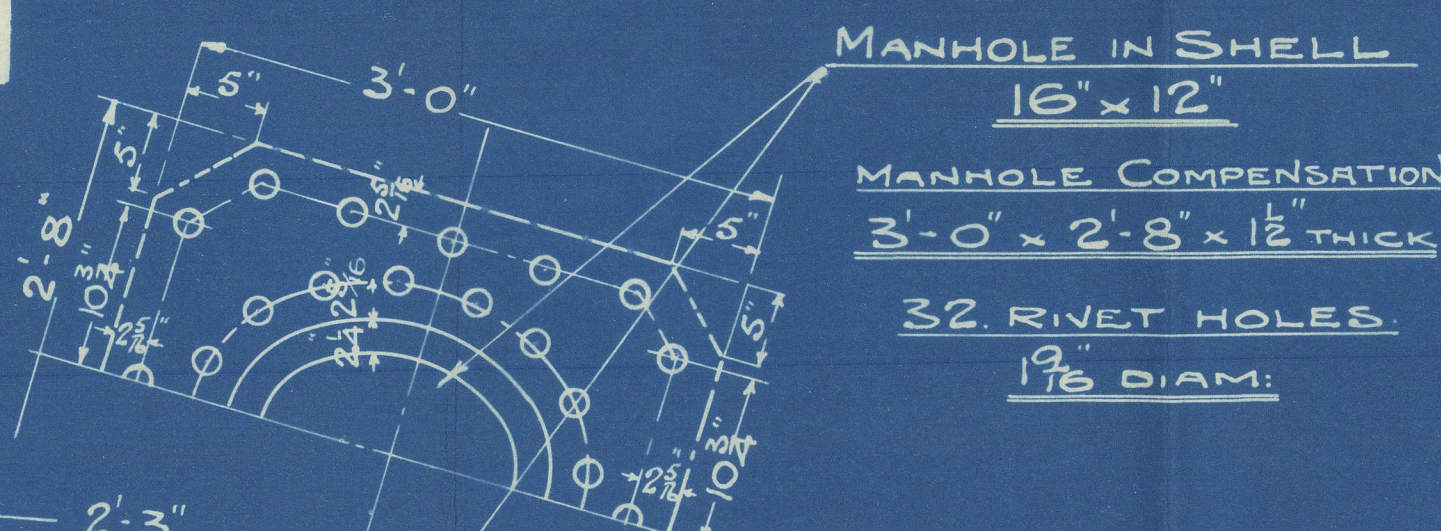


WRITTEN DIMENSIONS ONLY TO BE TAKEN.



RIVET HOLES $1\frac{1}{2}$ " DIA.

PLATE $1\frac{5}{32}$ " THICK.
RIVET HOLES. $1\frac{1}{2}$ " DIAM.
PITCH. $10\frac{3}{8}$ ".

PLATE SECTION	=	85.54 %
RIVET	"	= 86.21 %
COMBINED	"	= 88.44 %

RIVET HOLES $\frac{1}{2}$ " DIA

HOUSING TUBES.

SEAMLESS STEEL TUBES. $2\frac{3}{4}$ " INT. DIA.
 $\frac{1}{2}$ " THICK. SCREWED THRU BOTH
PLATES. & FITTED WITH NUT
ON COMBUSTION CHAMBER SIDE
SCREWED 9 THRU'S PER INCH.

PARTS FITTED ON SHELL FOR MAIN STOP & SAFETY VALVES

3 $\frac{3}{8}$ " DIA. STAYS. 3 $\frac{3}{4}$ " SCREWS

2^{1/2}" DIA. SCREWED STAYS WITH NUTS

PLATE

305 SMOKE TUBES. 22¹/_{2"} EXT DIA; BNGTK SNELLED AT FRONT END
8 STAY " 2²/_{2"} THICK. MARKED SS.
54 " " 2²/_{2"} " " " " " " " " " " " " " " " "
14 " " 2²/_{2"} " " " " " " " " " " " " " " " "
58 " " 2²/_{2"} " " " " " " " " " " " " " " " "

439 TUBES TOTAL.

7-6" OVER TUBE PLATES

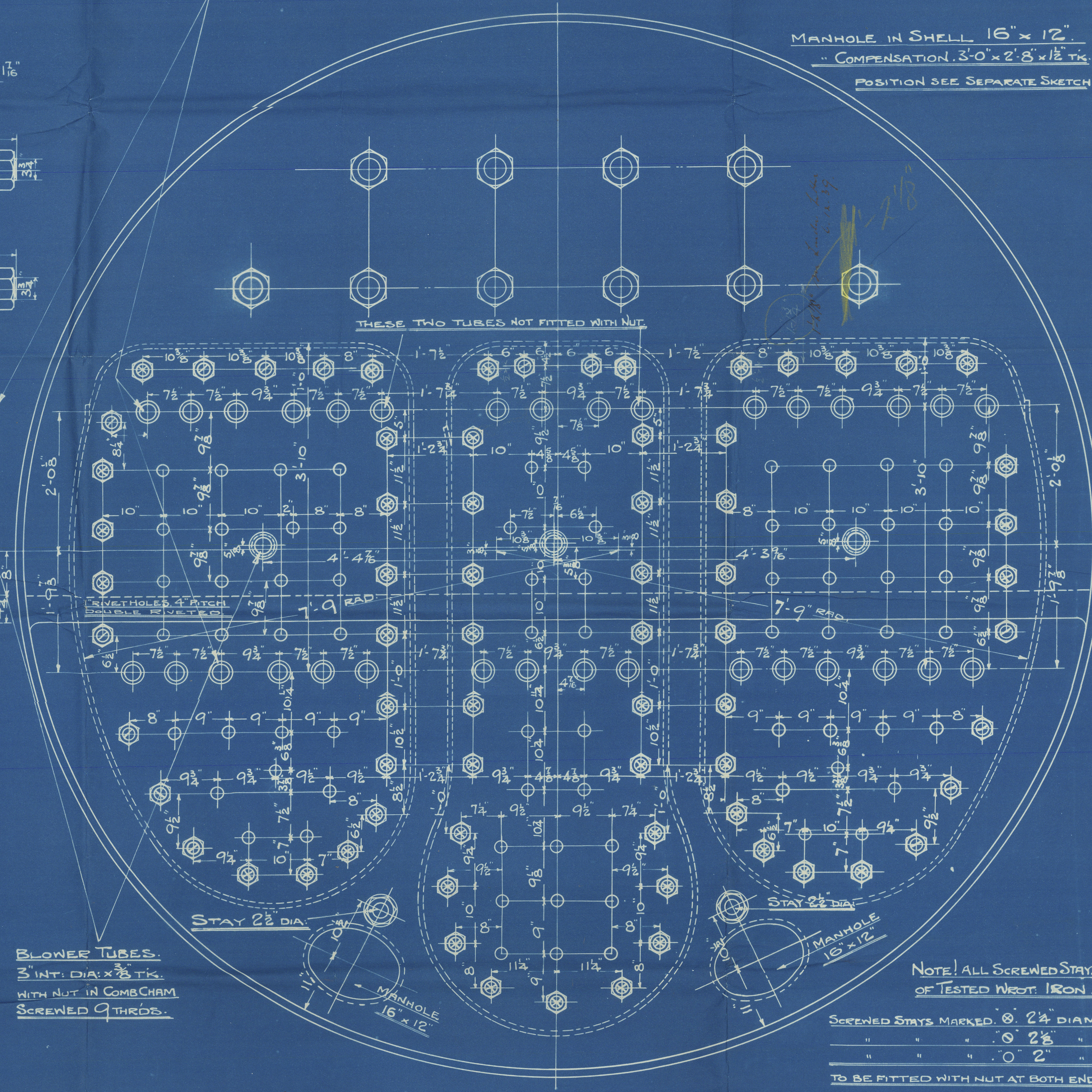
NOTE: ENDS OF TUBES IN SMOKE-BOX TO BE KEPT $\frac{3}{4}$ " LONG FOR DRIVING UP. & STAY TUBES TO BE CAREFULLY SCREWED THROUGH BOTH TUBE PLATES, EXPANDED & BEADED OVER A BACK ENDS IN COMB. CHAMBER.

FURNACE OF "DEIGHTON" SECTION

FIRE-BARS
GRATE AREA.
SAFETY VALVES

BLOWER TUBES.
3" INT. DIA. X $\frac{3}{8}$ " T.K.
WITH NUT IN COMB CHAM
SCREWED 9 THRS.

MANHOLE IN SHELL 16" x 12".
" COMPENSATION .3'-0" x 2'-8" x 1 1/2" THK.
POSITION SEE SEPARATE SKETCH



NOTE! ALL SCREWED STAY
OF TESTED WROT: IRON.

SCREWED STAYS MARKED. \odot 24" DIAM

"	"	"	"	\odot 24"	"
"	"	"	"	\odot 24"	"
"	"	"	"	\odot 24"	"

TO BE FITTED WITH NUT AT BOTH ENDS

TO PASS LLOYD'S SURVEY.		
SHELL =	$29(41-2) 25.54$ 2.75×183.0825	= 221 LBS PER " "
WORKING PRESSURE.		= 220 " " " "
TEST		= 380 " " " "
HEATING SURFACE ON TUBES.		2124 SQ. FT.
"	OTHER PARTS.	551. " " "
"	TOTAL.	2675. " " "
EX: FRONT TUBE PLATE.		2629. " " "
EFFECTIVE AREA OF STAYS.		
$\frac{1}{2}$ STAY TUBES $\frac{1}{2}$ X 9	THREADS PER INCH	2.59 SQ. INCHES
$\frac{1}{2}$ " " " 9	" " " "	2.31 " " "
$\frac{1}{2}$ " " " 9	" " " "	1.96 " " "
$\frac{1}{2}$ " " " 9	" " " "	1.6 " " "
$\frac{1}{2}$ MAIN STAYS 6	" " " "	8.94 " " "
$\frac{1}{2}$ " " " 6	" " " "	4.11 " " "
$\frac{1}{2}$ " " " 6	" " " "	3.26 " " "
$\frac{1}{2}$ " " " 6	" " " "	2.51 " " "
$\frac{1}{2}$ SCREWED " 9	" " " "	3.49 " " "
$\frac{1}{2}$ " " " 9	" " " "	3.09 " " "
$\frac{1}{2}$ " " " 9	" " " "	2.71 " " "
ALL PLATES RIVETS & MAIN STAYS-STEEL		
TUBES, OF BEST QUALITY SEAMLESS STEEL		
SCREWED STAYS OF TESTED WROUGHT IRON		
ALL HOLES, DRILLED IN PLACE AFTER BENDING		
TENSILE STRENGTH OF SHELL PLATES & BUTT STRIPS 29 to 33 TONS PER		
"	"	GIRDER PLATES. 29 to 33 " "
"	"	OTHER PLATES. 26 to 30 " "
"	"	MAIN STAYS. 28 to 32 " "
"	"	SCREWED " 212 TONS MAX

VIEW LOOKING ON BACK OF BOILER.
BOTH BOILERS SIMILAR

DRAWN BY _____
TRACED BY J.A.S.
CHECKED BY 20.6.1939

NOTES FROM SPECIFICATION

FURNACES TO BE $\frac{1}{16}$ " THICKER THAN REQUIRED BY LLOYD'S RULES
ALL SCREWED STAYS TO BE OF WROUGHT IRON
& TO BE $\frac{1}{8}$ " LARGER IN DIA. THAN REQUIRED BY LLOYD'S RULES

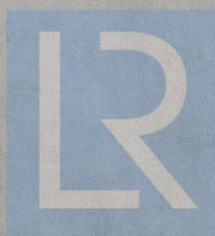
DRAWING N° 10636.

CONTRACT 2952. 2.0FF
CONTRACT 2953. 2.0FF

The R. E. Marine Eng. Co.
Con. 2953
Main Bolers

"Harpagus"

32855



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