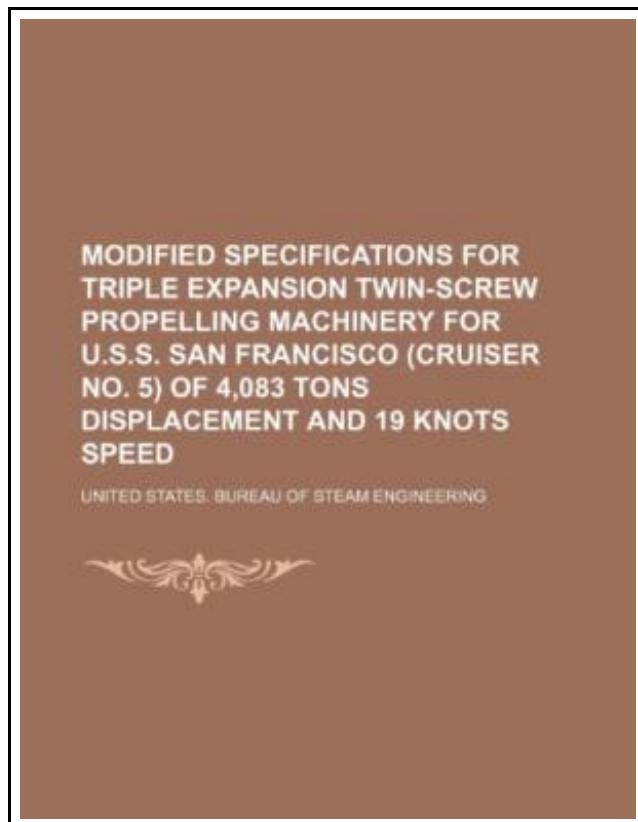


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1888 edition. Excerpt: .16 B. W. G. The vapor-pipe will lead up the engine-room hatch and discharge above the level of the awnings, where it will have a suitable hood; or it may be led into the main escape-pipes. Each feed-pump suction will be provided with a valve operated by a copper float in the feedtank, so arranged that it will allow no air to enter the feedpipes. There will be a small supplementary feed-tank in the after engine-room above the level of the air-pump, into which the air-pump will discharge. From this tank a 6-inch vaporpipe will lead as specified for the forward compartment, and a 4-inch water-pipe will lead to feed-tank in forward engineroom. The main feed-tank will form a support for the forward end of forward condenser. BOILERS. There will be four cylindrical, double-ended, horizontal return-tube boilers 14 feet 8 inches greatest diameter and 19 feet 2 inches mean length over heads. Each boiler will have three corrugated furnaces 42 inches in least internal diameter. The boilers will be divided into two groups, each in a separate water-tight compartment. BOILER MATERIAL. All material used in the construction of the boilers, except the tubes, rivets and circulating-plates, is to be open-hearth steel. The tubes are to be of wrought-iron or steel of the best quality. The rivets to be of either open-hearth or ClappGriffiths steel. All material is to be tested as elsewhere specified. BOILER-SHELLS. The shell of each boiler will be inches thick, made in...

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