



Modified Specifications for Triple Expansion Twin-Screw Propelling Machinery for U.S.S. San Francisco (Cruiser No. 5) of 4,083 Tons Displacement and 19 Knots Speed (Paperback)

By United States Engineering

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...

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