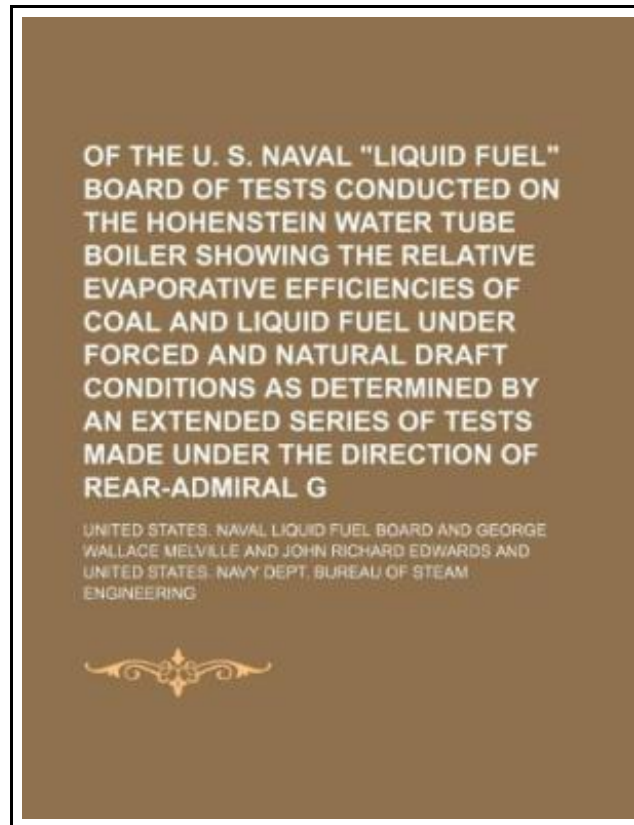


Report of the U. S. Naval Liquid Fuel Board of Tests Conducted on the Hohenstein Water Tube Boiler Showing the Relative Evaporative Efficiencies of Coal and Liquid Fuel Under Forced and Natural Draft



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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. 1904 Excerpt: .seen on the tank steamer George Zoomis, plying on a Pacific coastwise route, from southern California to San Francisco. It must be remembered that the tabulated calculations are all based on the indicated horsepower of the main engines only, as it was considered better to use only data actually obtained, and afterwards estimated data, such as indicated horsepower of auxiliaries, could be applied without vitiating the observed data and results. No cards could be taken from any of the auxiliaries, but careful estimates give the following results: I. H. p. Air compressor, at 00 revolutions per minute 110 Auxiliary feed pump and two oil pumps, one in intermittent use 30 Dynamos 30 Ice machine 7 Circulating pump 5 Flushing pump 2 Baths, steam tables, evajorator, cooking, etc II Total 195 The steering engine is not used except near port. The size of air compressor was based on the assumption that it requires 1 cubic foot of free air for every pound of water evaporated from and at 212 F., as shown by tests of various oil burners at Western Sugar Refinery, San Francisco. The weights of oil auxiliaries are as follows: Tons. Air compressor 9 Two settling tanks 12 Two oil heaters 2 Two oil pumps (small) 5 One oil pump (large) 1. 25 Fifteen superheaters (air), front 3.1 All pipe, valves, fittings, ventilators, etc 8 It should be remembered that the boilers were designed for coal burning; that the oil-burning plant was fitted in a...



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