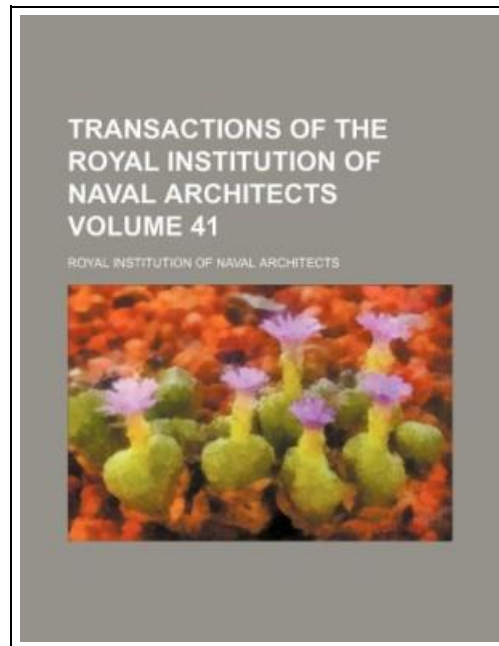


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Reviews

Completely essential read publication. I am quite late in start reading this one, but better then never. You wont truly feel monotony at at any moment of your time (that's what catalogs are for regarding should you question me).

(Nels Runte IV)

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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. 1899 Excerpt: .of adopting water-tube boilers. But those connected directly with the Admiralty have had more experience than any outsiders. In Parliament we have had the question discussed to a considerable extent, and one friend of mine has put it that the water-tube boiler is against the laws of nature. I do not think that marine engineers generally would be prepared to adopt that assertion, and I think it would be a dangerous thing if the Admiralty were to fall back from 80-knots destroyers to 25 knots, as suggested by Mr. Howden, for the sake of introducing the cylindrical boiler instead of the water-tube boiler. The water-tube boiler may have its defects yet, and to a certain extent, no doubt, it is in an experimental stage, but I, from the little experience that my firm have had, have great confidence that it is quite possible to produce a water-tube boiler which will meet all the requirements of the Admiralty. In this type of boat, especially, if we are to have the speed, we must have, I think, the water-tube boiler. As long as other nations are having vessels of 80 knots speed I do not think the country would be satisfied with the Admiralty as marine engineers, generally, if they were to decide to fall back on vessels of 23 knots to meet the 30-knot boats which are so prevalent now. I think, however, that it may be worth consideration whether, for the sake, if possible, of getting...



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