

NO. 6 COPYRIGHT

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·MODERN·MARINE·ENGINEERING·  
·STEAM·YACHTS·&·LAUNCHES·<sup>AND THEIR</sup>·MACHINERY·  
·ILLUSTRATED·

*Simpson Strickland & Co. Ltd.*

DARTMOUTH,  
SOUTH DEVON,  
ENGLAND.

TELEGRAMS  
ENGINEERS, DARTMOUTH.  
NAT. TELEPHONE  
No. 2 DARTMOUTH



STEAM YACHTS,  
STEAM LAUNCHES,  
AND  
AUXILIARY MACHINERY.

*Entered at Stationers' Hall,*

## SPEED NOTES.

To ascertain the mean speed of any boat for ordinary purposes, two runs should be taken over a measured Mile, one with, and one against the tide, the times taken with a stop watch, then the mean of these two runs will give the true speed.

For instance :

|                                   | Min. | Sec. | Knots.   |
|-----------------------------------|------|------|----------|
| 1st run over mile with tide takes | 2    | 30   | = 24     |
| 2nd „ „ „ against „ „             | 2    | 45   | = 21·818 |

2 ) 45·818

Speed, Mean ... 22·909 Knots.

The Admiralty Knot = 6,080 feet }  
 One Statute Mile = 5,280 feet } One Knot = 1·152 Miles.

Admiralty practice is ordinarily to take a mean of means of six runs.

In ordinary work, corresponding times and speeds are taken from a standard published Knot Table, ranging from 1 min. 30 secs. = 40 Knots, to 7 min. 29 secs. = 8·018 Knots.



## NOTES—GENERAL.

**I**N preparing Catalogue No. 6, SIMPSON, STRICKLAND & Co., Ltd., have, for the convenience of clients, endeavoured to represent some of the different types of Machinery, Steam Yachts, and Steam Launches built by them, on an improved system for simpler reference. It contains—Firstly, photographs and drawings of Machinery with their appropriate descriptions. Secondly, photographs of Steam Yachts and Auxiliaries, with a list of names; and Thirdly, a specially selected series of photos and designs, the latter numbered consecutively, followed by a corresponding numbered list which gives a short description of each type.

While modifications in design, speed, and size are possible in every case, it is impracticable within our limits to include them; but we shall be happy to correspond and to give full effect to our clients' requirements in preparing new designs. Beyond those now illustrated, we have hundreds in our drawing office, and we will forward photo prints when requested. The possible combinations of hull designs, engines, and boilers, are so various as to preclude our issuing a price list in printed form; but we will prepare estimates to meet stated requirements, and forward these with print, when required, with the least possible delay.

Our boats and machinery are running satisfactorily in all parts of the world, and we claim to be *Second to None* in all cases where material, workmanship, and design are required to be absolutely first class.

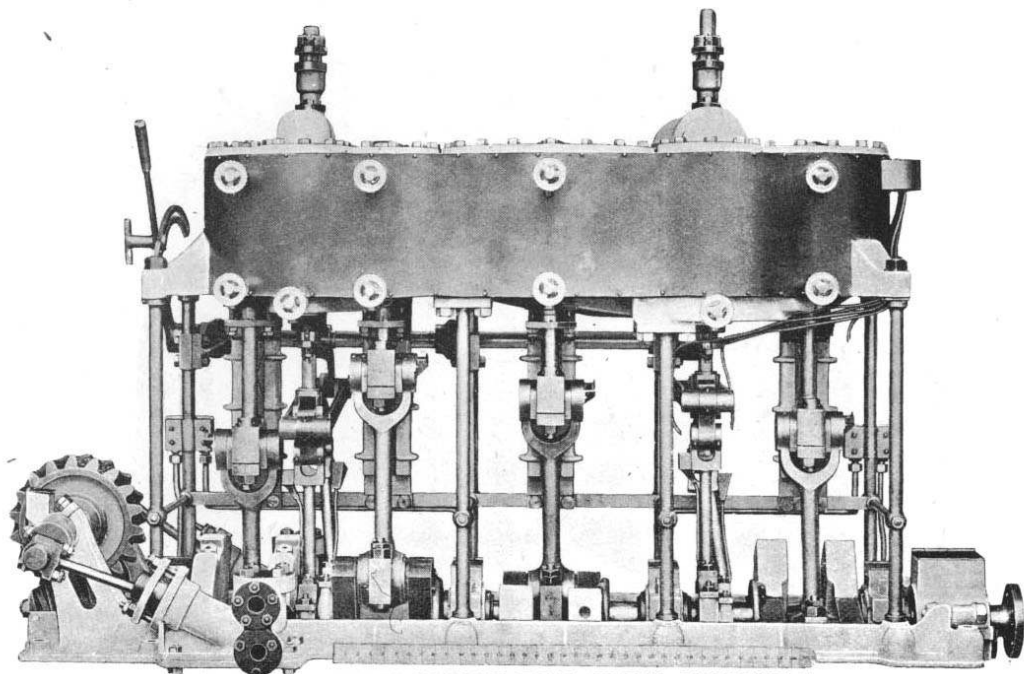
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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**TYPES OF  
MACHINERY.**

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

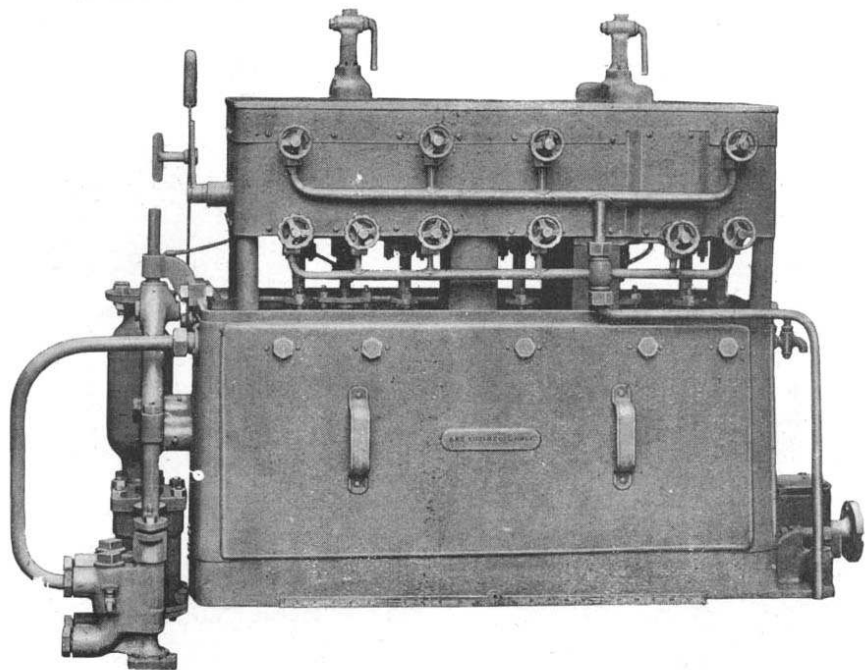
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350 I.H.P. CROSS PATENT FOUR-CRANK QUADRUPLE.

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

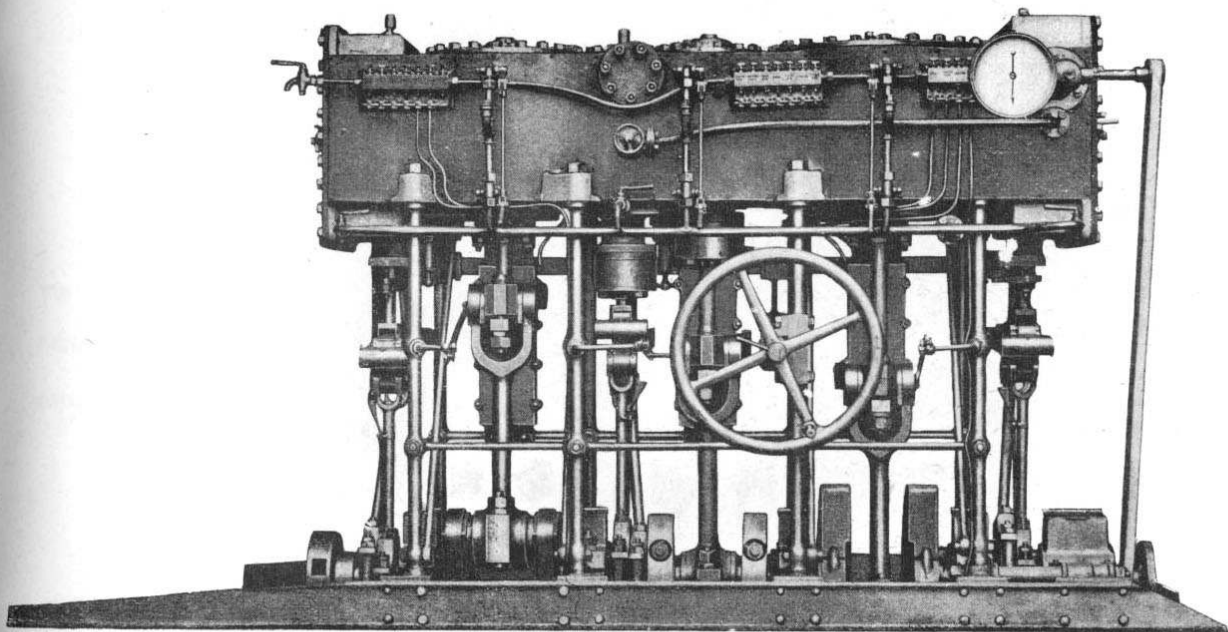
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CLOSED IN TYPE FOUR-CRANK QUADRUPLE (CROSS' PATENT).

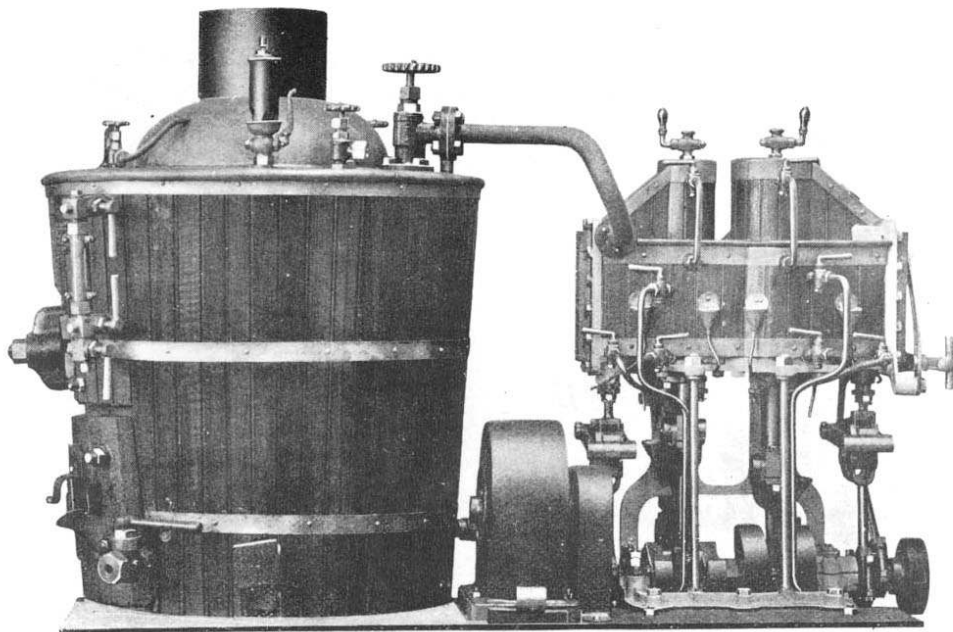
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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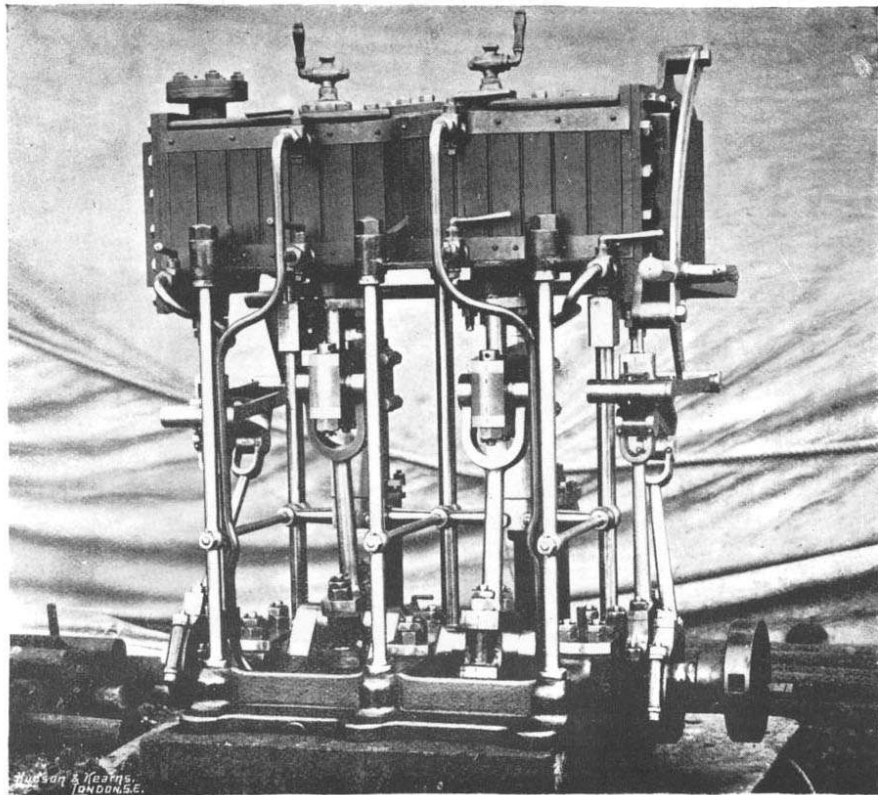
TRIPLE EXPANSION ENGINE, TORPEDO BOAT TYPE, 350 I.H.P.

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.



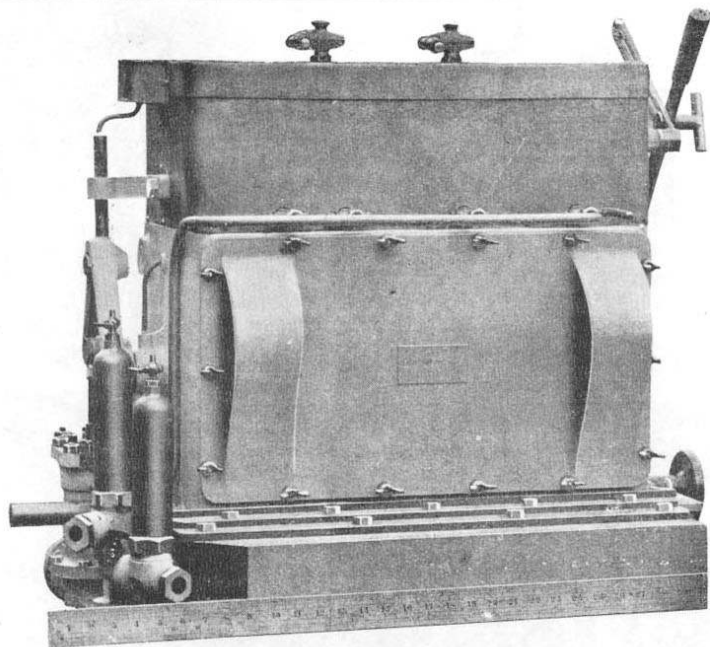
KINGDON QUADRUPLE ENGINE AND KINGDON PATENT BOILER.

TWO CYLINDER  
COMPOUND  
ENGINES.



SIMPSON,  
STRICKLAND  
& CO., Ltd.,  
DARTMOUTH.

SIMPSON. STRICKLAND & CO., Ltd., DARTMOUTH.



CLOSED IN COMPOUND ENGINES.



NOTES.

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# MACHINERY.

The following is a brief description of a few of the more important Types of Engines and Boilers built by us.

**Two-Crank Compound.**

This is the simplest and cheapest engine we build. It is very largely used, more especially by the Admiralty and for commercial work. It is supposed to be simpler to understand and handle than the Triple engines next described, but on the other hand it is somewhat extravagant in consumption, which necessitates a large boiler and consequently increased weight, and it is not suitable for high speeds owing to the impossibility of accurately balancing a two-crank engine. The air and feed pumps are driven direct off the crossheads and are of our standard pattern which will be found to give little or no trouble in working.

We have recently brought out a new design of the enclosed type (see photo). In this case the whole engine, excepting pumps, is enclosed in an oil-tight casing of aluminium alloy. The lubrication is of the splash kind and requires no attention beyond seeing a sufficient amount of oil is put into the casing once a day. The pumps are outside the casing and are driven at a slow speed by means of suitable reducing gear. In addition to reducing the amount of attention required, these engines are much quieter in running owing to being cased

in, they use much less oil, and the boat is kept far cleaner, as no oil can escape into the bilges.

The weight and price is the same as the open type. The boilers most suitable for this class of machinery are the Kingdon or the Direct Tube for the smaller, or Return Tube for the larger sizes, but Water Tube Boilers may equally well be used if saving of weight be an object.

### **Three-Crank Triple Engine**

This is in general design so well known that we need not describe it, and is illustrated in photo (page 5). We have paid great attention to the design in detail of these engines, and they will be found better suited to high-class yacht work than any other in the market. One great feature is the size of the bearing surfaces, these having been made as large as practically could be got in. This enables the engine to be run at high speeds, without any undue wear or tear, and avoids all the trouble from heating of the bearings, and enables it to be run for long periods without repair. It also minimises the noise and vibration as well as the attention required in adjustments. The pumps are driven from the L.P. crosshead by rocking levers, and are fitted with metal and vulcanised fibre valves. The H.P. cylinder is fitted with a piston valve, except in the smaller sizes, and the I.P. and L.P. with slide valves,

all of which are easily accessible for examination. In sizes with 18-inch L.P. cylinder and over, the slide valves are of the balanced type. The balancing of these engines has received our most careful attention, and they now will run at very high speeds without undue vibration. Careful experiments have shown that they consume about 25% less steam than the two-crank compounds, they therefore require a smaller boiler and bunker capacity, and owing to the balancing being more perfect, and to the lightness of the moving parts, the wear and tear is very much reduced.

These engines are admirably adapted for Water Tube Boilers working at 250 lbs., but shell boilers of any type may be equally well used.

**Kingdon Quadruple Expansion Two-Crank Engine.**

This consists of two pairs of Tandem Cylinders arranged on two cranks, the high pressure and first intermediate in the forward crank, and the second intermediate and low pressure on the after one. The cylinders on each crank have the steam distributed to them through a single slide valve, driven by the ordinary link motion. The cylinders are so arranged that there is only one piston rod gland to each pair of cylinders, the piston rod passing through a plain bush between the cylinders, and having grooves cut in it to prevent leakage of steam. This plan has been found to give no trouble, and to make a perfectly tight joint when the engine is running. It will thus be seen that our Quadruple type has no

more moving or working parts to attend to than the ordinary Compound type, and therefore is quite equally simple to work, while it retains the economy of the Quadruple type. Another advantage is that no piston rod gland is exposed to the full boiler pressure. This type of engine has been very successful in all the sizes in which it is manufactured, in fact it is not too much to say that we have built more Quadruple engines than all the other builders in the world put together, though of course ours are relatively of very small size.

#### **The Feed and Air Pumps.**

These form an important feature of the Kingdon machinery. The feed and air pumps are fitted with metal valves, are of the most solid and durable character, and are not liable to get out of order. Both pumps are driven direct from the crosshead of the engine, so that all levers and weighshafts are done away with (except in machinery for the larger launches, or where an independent pumping engine is found desirable), and will work perfectly at 400 or 800 revolutions a minute. There is consequently no necessity to employ gearing or other means to reduce the speed of the pump, as is often done in torpedo and quick running launches. They are fixed in the framing of the engine, so that there are no pipes projecting in the boat.

Large numbers of these pumps are now running in all parts of the world, and their great superiority over all others, for quick running engines using condensed water, has been

amply demonstrated by nearly 15 years' practical use. The pattern of standard feed pumps has recently been modified, so as to allow both the valves to be taken out and replaced without even having to stop the engine. Engines of this type are very economical in working, and take up but little space fore and aft. They are not so well adapted for high speed work as Triples, owing to the weight of moving parts, and to the impossibility of perfectly balancing a two-crank engine. These engines are admirably adapted for Water Tube Boilers working at 250 lbs., but shell boilers of any type may be equally used.

**Cross' Patent Quadruple Expansion Four-Crank Engine.**

This engine was originally designed for boats of very high speed, such as racing launches, where very light weight and perfect balance are essential; and on this point it may be noticed that the first of these engines was built in 1900, and fitted into an ordinary 30 feet yacht's launch. This boat obtained a true mean speed of 19 knots, which has never been equalled or even approached by any boat of similar dimensions.

Owing to very light moving parts and perfect balance, these engines may be run at very high speeds with perfect safety, and with extraordinary little wear and tear. For example an engine of this type of 350 I.H.P. was run at from 700 to 900 revolutions for 3 seasons, and at the end of that time required no repairs or adjustments of any kind beyond a new set of piston rings.

In this design the H.P. and 1st I.P. cylinders have their cranks opposite the 2nd I.P. and L.P. likewise have cranks opposite; but this pair of cranks are at right angles to the other pair. Each pair of cylinders are provided with one set of ordinary link gear; the valve spindle carries a yoke at its upper end, and to each end of this yoke, which is inside the steam chest, is suspended an ordinary piston valve. By a suitable design these valves supply steam correctly to the two cylinders. The exhaust from the first pair of cylinders travels through a belt or pipe to the second set of valve gear, where the process is repeated.

A great simplification of parts results from this arrangement, there being only two sets of valve gear for the four cylinders, and further, the only gland exposed to the full steam pressure is that belonging to the H.P. piston rod.

These engines are now completely enclosed, the three pumps, air, feed, and oil, being outside and driven at a slow speed by means of suitable reducing gear. The oil pump draws oil out of the casing, forces it through a suitable cooler and filter and then delivers it in jets at a considerable pressure on to all the working parts. This system has proved perfectly satisfactory, it requires no attention, and consumes a marvellously small amount of oil.

## SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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The standard types of this engine are designed for 350 lbs. boiler pressure, but if required they can be made for as low a pressure as 200 lbs., below which it is scarcely worth while to quadruple. For racing purposes machinery of this type may be built not to exceed 20 lbs. weight per I.H.P., this weight being taken with steam up, and includes everything excepting coal and reserve water. For ordinary cruising purposes, where no special attention is paid to lightness, the weight under similar conditions is about 30 lbs. per I.H.P.

We have supplied considerable numbers of these engines to replace petrol engines which have proved quite unreliable. In every case the change has been perfectly satisfactory. One of our clients wrote to us from Australia—"Machinery gives no trouble, engine runs like a sewing machine." This referred to a 70 I.H.P. set supplied to replace a petrol engine.

We have dealt somewhat fully on this engine owing to its being of a new type, and we may say that after exhaustive experiments extending over several years we have every confidence in recommending it as thoroughly satisfactory and reliable.



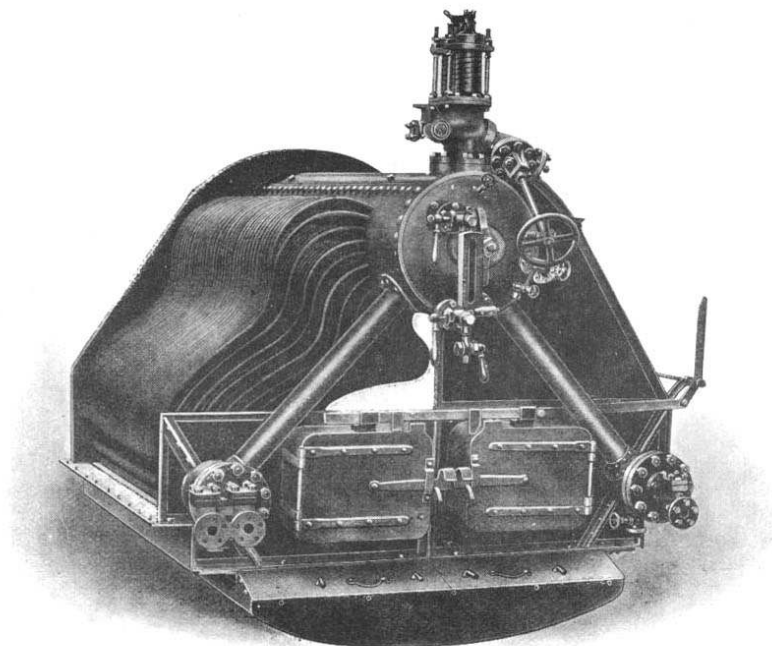
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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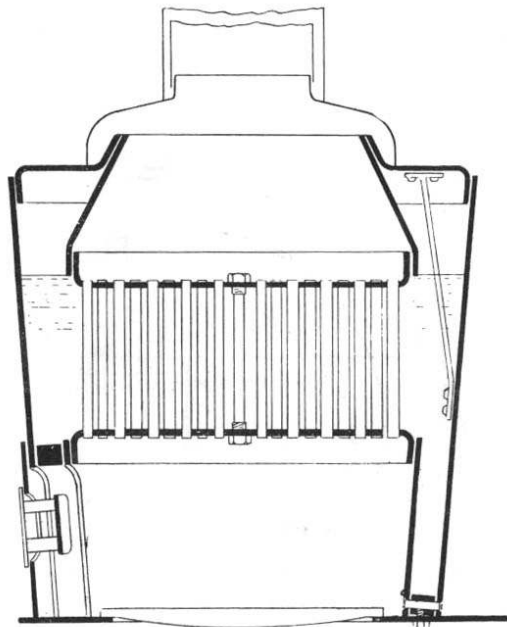
TYPES OF  
BOILERS.

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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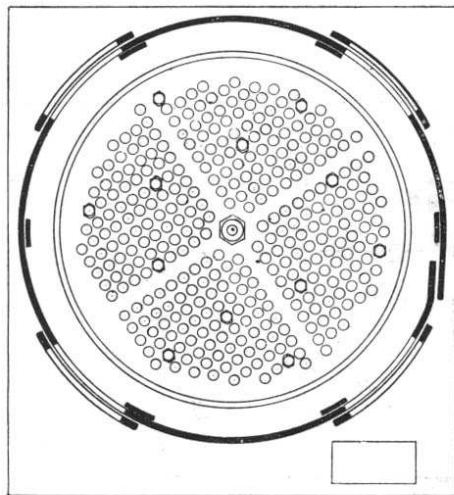


WATER TUBE BOILER (Large).

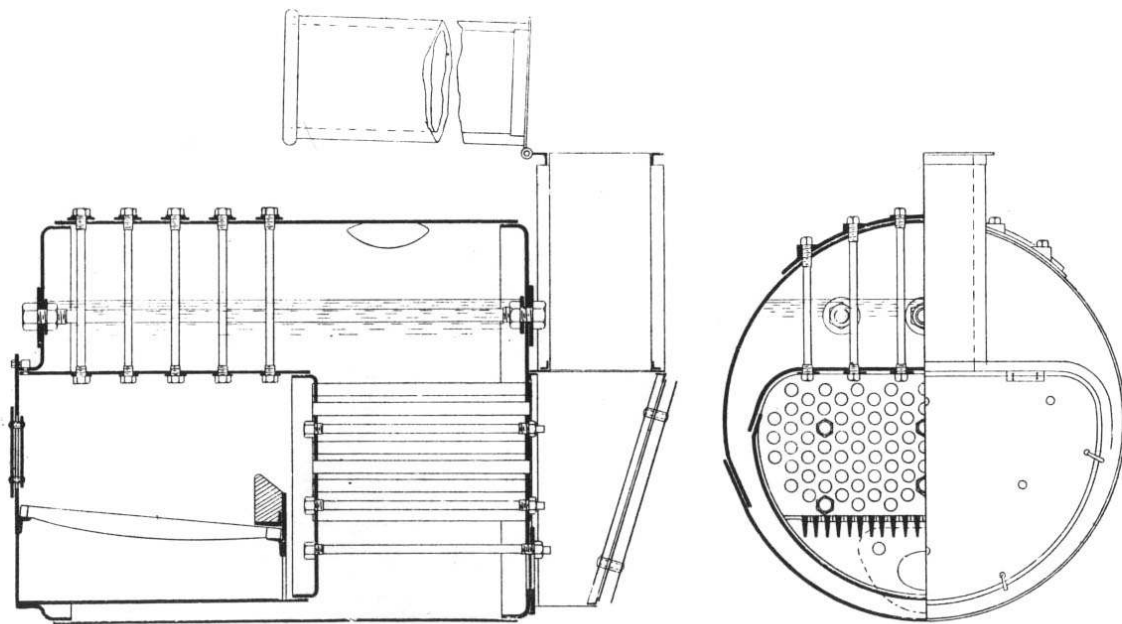


**A**

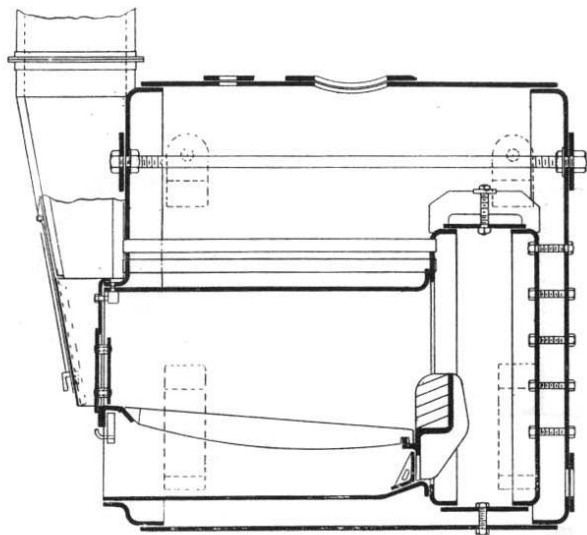
KINGDON PATENT VERTICAL BOILER.



**A**

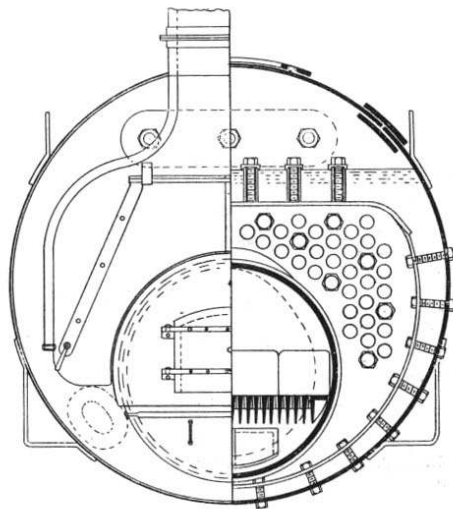


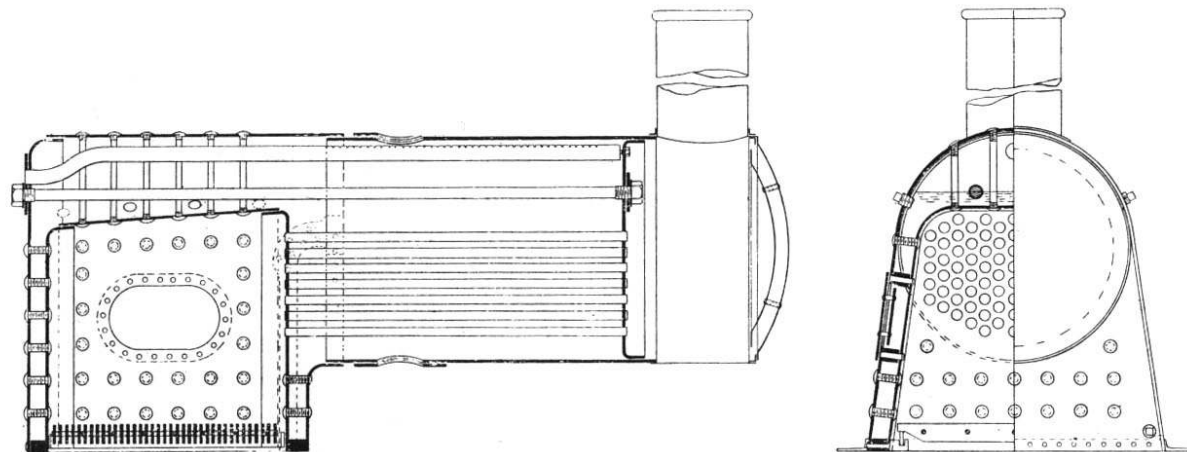
**B**  
DIRECT TUBE BOILER.



**C**

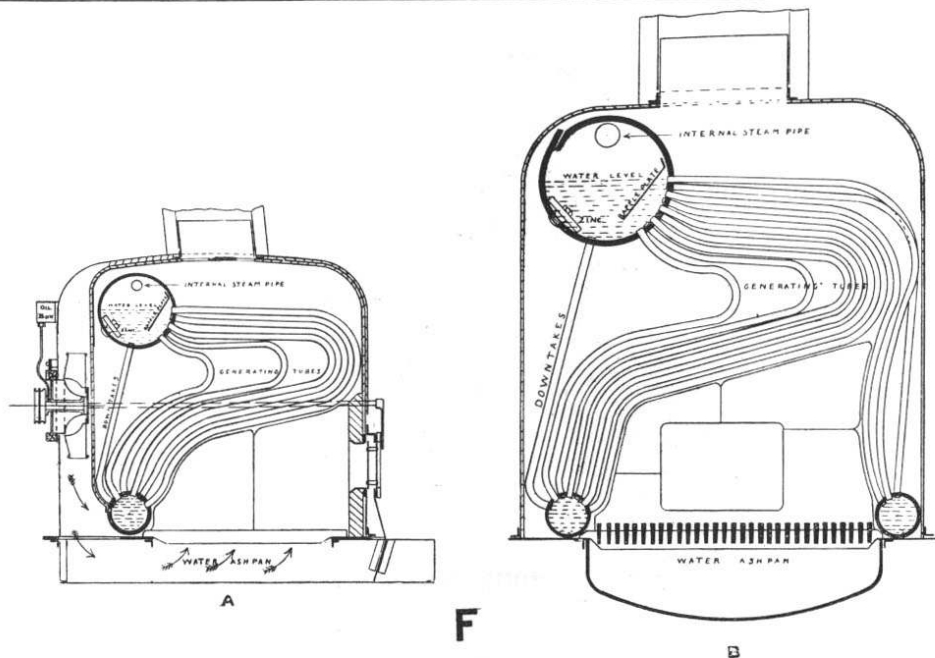
RETURN TUBE BOILER.





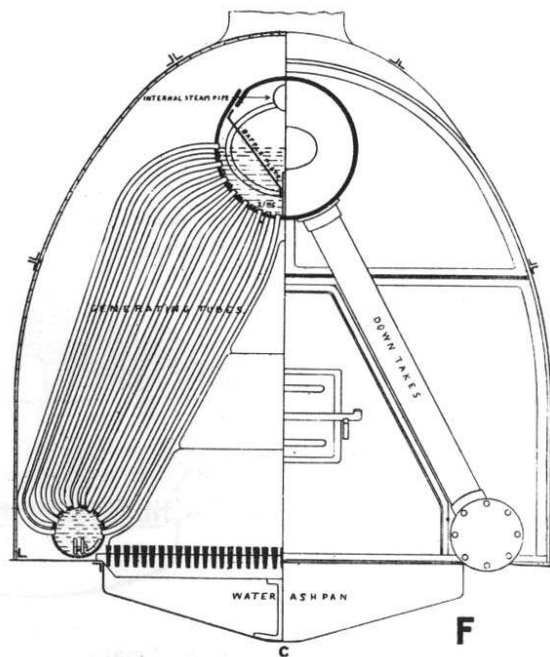
**D**

LOCOMOTIVE BOILER.



WATER TUBE BOILERS (Small).

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.



WATER TUBE BOILER (Large)



NOTES.

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BOILERS.

**We build Boilers of many types to  
suit the circumstances of each case.**

A type very largely used, more especially for small machinery up to about 80 I.H.P., is our Patent Kingdon Boiler, of which we have built a large number. This type as now made is illustrated on plate **A**, it stands low in the boat and takes up little room, steams freely, and owing to its large steam space is not liable to prime. For ordinary work it will be found to give perfectly satisfactory results, but it is not recommended for hard driving, nor for use with inferior qualities of coal.

The Direct Tube or Gunboat Boiler (plate **B**) is recommended for small powers where good coal cannot be easily procured.

For larger sizes the Return Tube or Scotch Boiler (plate **C**) is almost universally used (the illustration shows one of a small size with one furnace), but for sizes above 200 I.H.P. it is usual to fit two or more furnaces.

Another type of Boiler formerly very popular is the Marine Loco type (plate **D**) and which is still used in special cases; it is somewhat lighter per H.P. than any of the previous types, and owing to the large size of the fire-box is particularly suitable for burning wood.

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Its place has however now been to a very large extent taken by the Water Tube Boiler, see plate F.

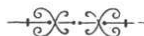
We believe we were one of the earliest to take up the manufacture of Water Tube Boilers of small size, and the types here illustrated are the result of many years' careful experimenting. Plate **F, A** is the type we usually employ for sizes up to about 50 H.P.; **B** is the same boiler slightly modified for powers from 50 up to 150 H.P., and **C** for all powers above 150 H.P. All these boilers are of the Thornycroft type, modified to suit our class of work, and are built by us under license from Messrs. Thornycroft.

Attention may be called to our Patent Fan Gear as shown in plate **F**, type **A**. In this arrangement the Fan revolves inside a false casing and blows directly down into the ashpan. By a suitable arrangement of levers and doors the fan draught must be shut off before the fire-door can be opened, this does away with the danger of the fireman being seriously burnt by the rush of flame coming out of the fire-door when opened without first cutting off the fan.

Water Tube Boilers can be worked with perfect safety at any practical pressure, and they will stand the hardest driving with impunity. A dangerous explosion is almost an impossibility, as in the event of a tube, or tubes, giving way suddenly, there is merely a cloud

of steam from the funnel top for a few seconds and then the engine stops, there is no noise, and in fact it is quite possible for such an accident to occur without the passengers being aware that anything was wrong. They are also extremely light in proportion to their H.P. On the other hand, owing to the small amount of water, they require more constant watching, they must have clean fresh water, and the tubes do not last so long as those in boilers of any of the previous types.

Spare Tubes and Expanders can always be supplied, and with these the job of retubing a boiler is not a very serious one.



SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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**PHOTOGRAPHS**  
of some  
**STEAM YACHTS & AUXILIARIES**  
Built and/or Engined by  
**SIMPSON, STRICKLAND & CO., Ltd.**

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

64 Tons Disp. 1/4" steel

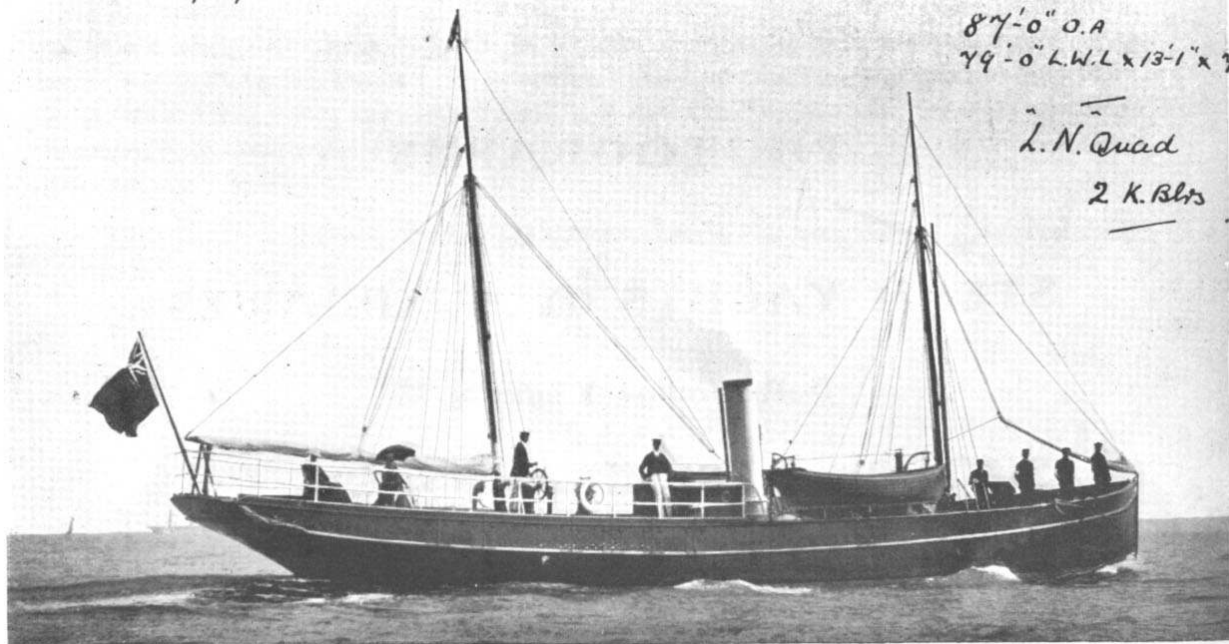
Yacht No 5

87'-0" O.A

79'-0" L.W.L x 13'-1" x 7'-9"

L.N. Quad

2 K. Blrs



4 1/2 to 10 Knots

120. I.H.P.

S.Y. "NOMAD," 80' x 13' x 7' 4"

30

C.N. 67.2  
Rovs. 220  
e. 110

C.A. 17 1/2  
H.S. 375 1/2

Disps 60 Tons

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

SCANTLINGS

KEEL 8" x 5 1/2" E.

TIMBERS

MLO 2 1/2" x 1 1/2" A.E

ORD 2" x 1 1/2" "

SPACED 10"

GUNWALES 10" x 2"

RUBBERS 4" x 3 1/2"

DECKS 3" x 1 3/4"

B. STRINGER 7" x 2 1/2"

BEAMS 3" x 2"

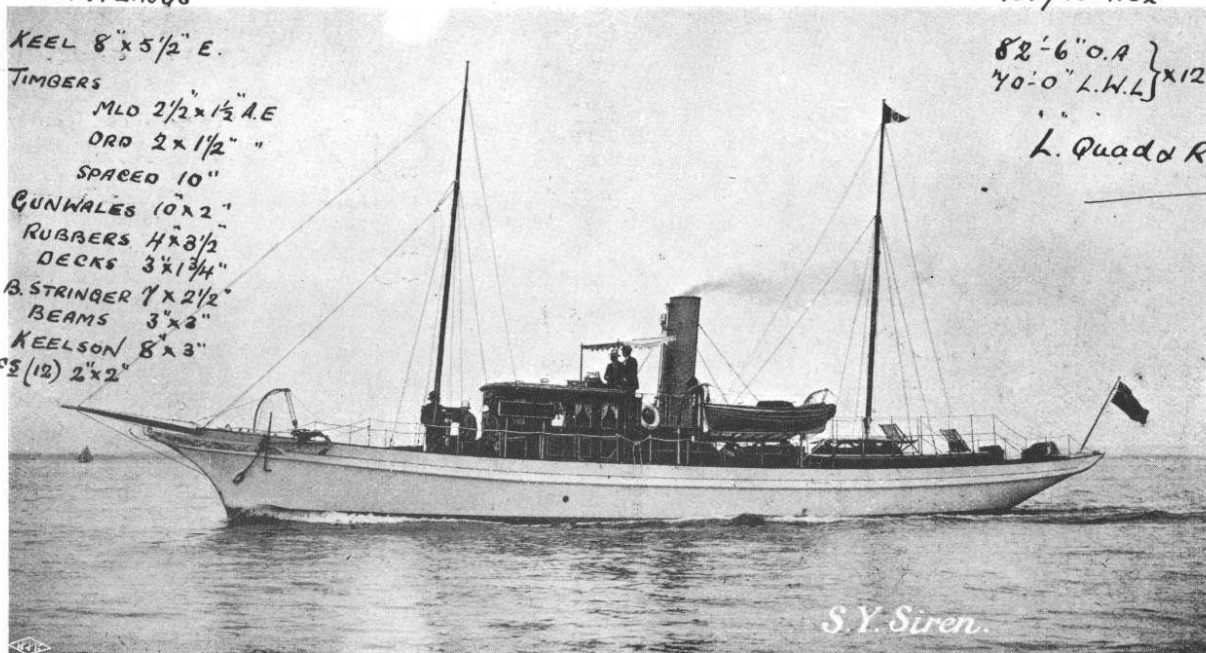
KEELSON 8" x 3"

S.P.S (12) 2" x 2"

Reg No. 1132

82'-6" O.A. }  
70'-0" L.W.L. } x 12'-0" x

L. Quadd R.T. 13



S.Y. Siren.

1 3/8" PINE

9.94 Knots

140 I.H.P.

N: 42.6

Disp = 22 T

G.T. = 24.2

N.T. = 9.04

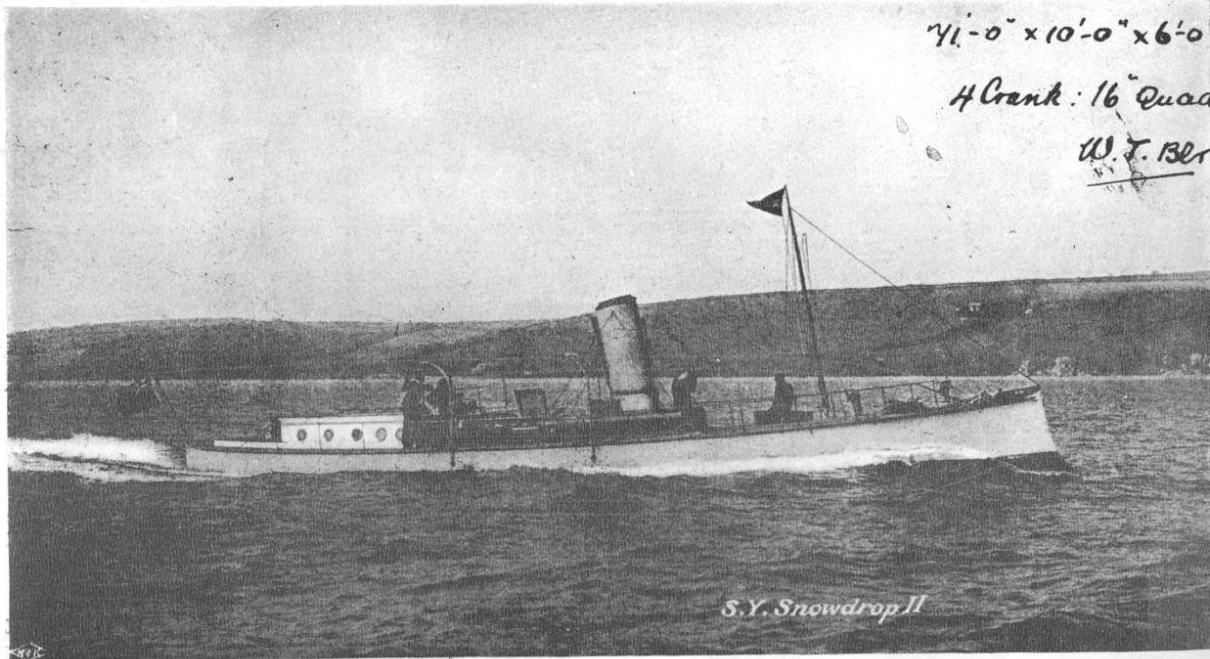
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

Boat No 1459

41'-0" x 10'-0" x 6'-0"

4 Crank: 16" Quad

W. J. Blt



S.Y. Snowdrop II

420 I.H.P 18 miles - G.A. 20¢  
350 W.P H.S. 937¢

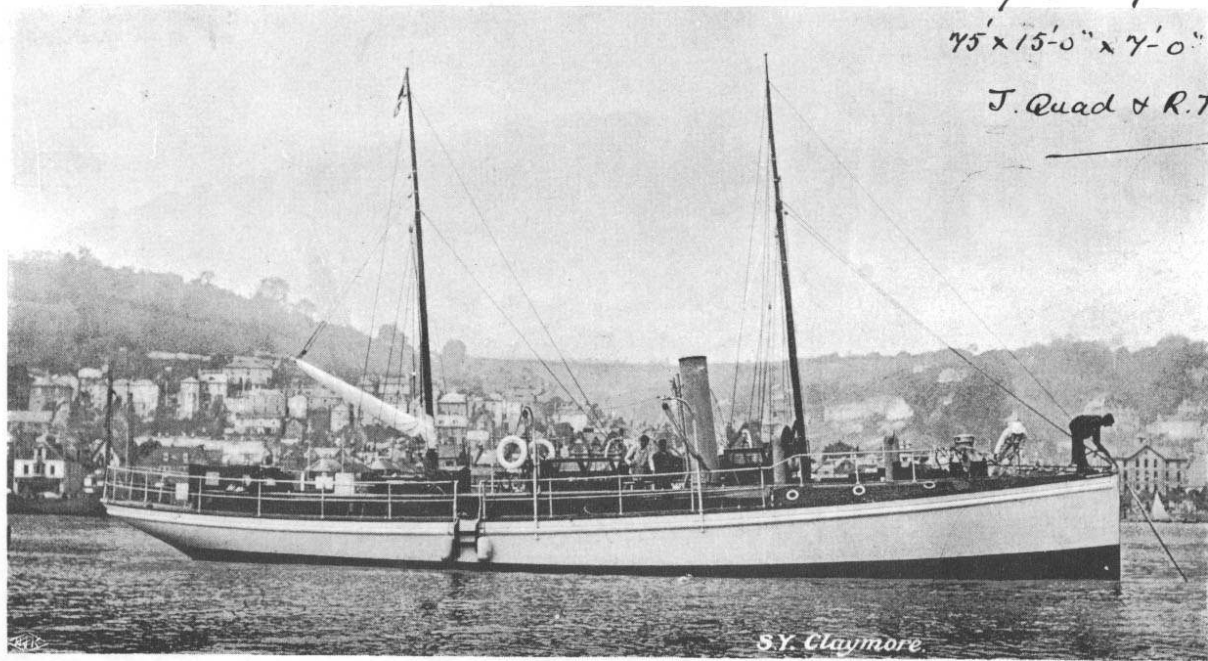


SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

*Dry W. 517*

*75' x 15'-0" x 7'-0"*

*J. Quad & R.T.B*



*S.Y. Claymore.*

*EX. VALDIVIA*

*EX. WHITE BAIT.*

S.N. 18-16 W.P. 155 C.A. 9-08  
RS 326 PROP<sup>S</sup> DIA 2-5 H.S. 168  
BLADES 3

V. 22 SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

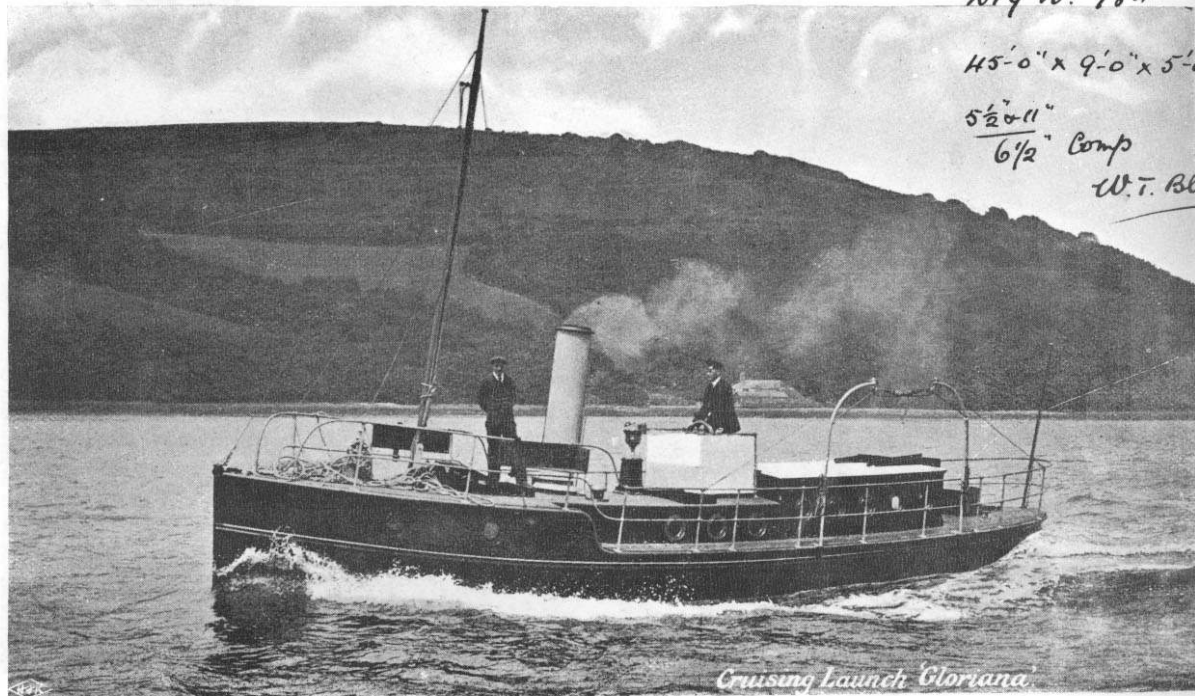
Arg No. 984

45'-0" x 9'-0" x 5'-0"

5 1/2 x 11"

6 1/2" Comp

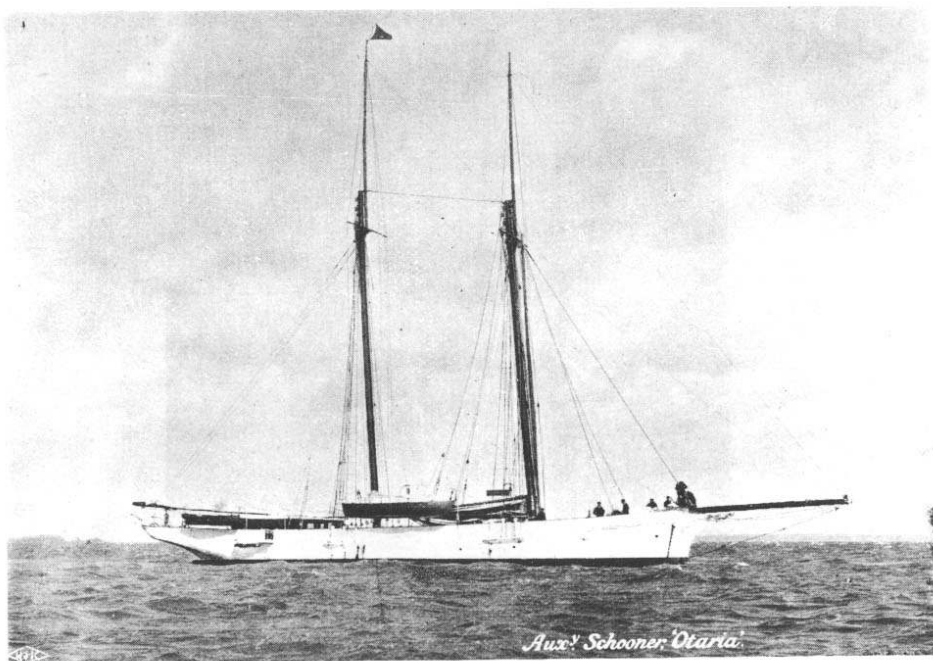
W.T. Blr



*Cruising Launch 'Gloriana'*

50 I.H.P

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.



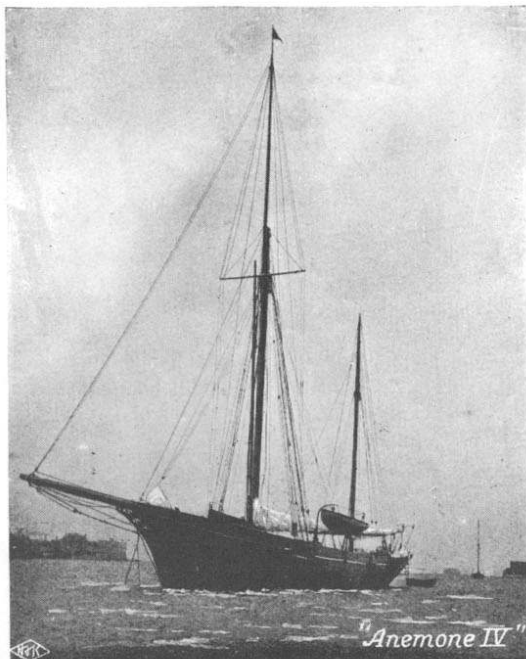
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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F. Quaa  
H. T. Bor



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120'-0" O.A.  
90'-6" A.W.L.

H. Quad

King<sup>d</sup> Blr

"Anemone IV"

About 10'-9" draft.

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

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<sup>1</sup>  
B.D. Quad  
K. Blr.



*Aux. Ketch, 'Boomerang'*

# LIST.

| PAGE. | BOAT.                        | TONS.<br>Y.M. | I.H.P. |
|-------|------------------------------|---------------|--------|
| 30    | S.Y. "NOMAD" ... ..          | 61            | 180    |
| 31    | " " "SIREN" ... ..           | 48            | 140    |
| 32    | " " "SNOWDROP II." ... ..    | 32            | 420    |
| 33    | " " "CLAYMORE" ... ..        | 69            | 90     |
| 34    | " " "GLORIANA" ... ..        | 14            | 50     |
| 35    | AUXY. SCH. "OTARIA" ... ..   | 202           | 70     |
| 36    | " " "GOIZEKO IZARRA" ..      | 164           | 70     |
| 37    | " KETCH "ANEMONE IV." ... .. | 167           | 70     |
| 38    | " " "BOOMERANG" ... ..       | 22            | 20     |

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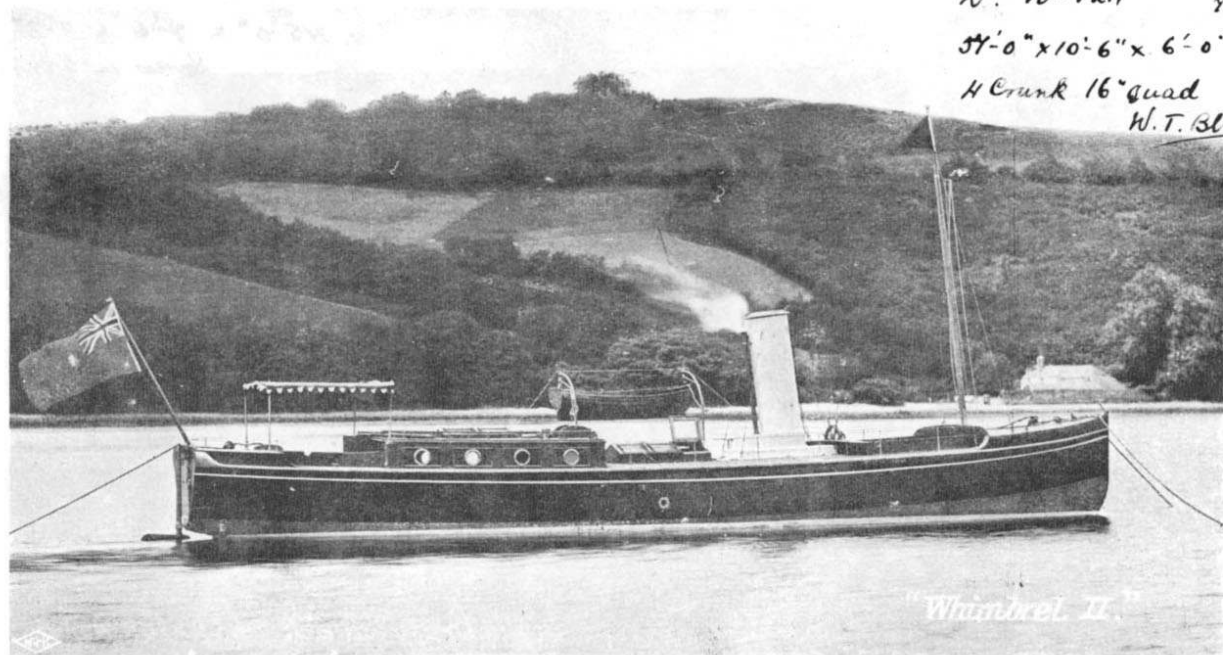
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OTHER PHOTOS  
AND DESIGNS.



C.N. 35-88 W.P. 350 Prop<sup>r</sup> D. 3' 33 H.S. 48 3/4 D.C. 381  
 T. Rm '90 P.S. 1050 P. 2' 75 D. 18' 02 T H.C. 205  
 G.A. 15' 4 B. 4  
 \$ 400 SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

Gr. W. 1211 Hull Weigh  
 7.8.  
 34'-0" x 10'-6" x 6'-0"  
 H Crank 16" quad  
 W.T. 361



"Whimbrel II."

350 I.H.P.

$H.P. = 150$      $C.A. 8\frac{1}{2}$      $H.C. = .2$      $C.N. = 10.95$   
 $C = 61.8$      $H.S. 228\frac{1}{2}$      $D.C. = .5$

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

Dry W. 1535

45'0" x 7'6" x 3'3"

Screw in Tunnel

$\frac{6012}{7}$  Comp

ler



Light Draft Launch, 45 ft. long.

90 I.H.P. 12.04 Miles (Turbine Propeller)  
 1'10" OIA B. 3

$\frac{1}{8}$ " Steel

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

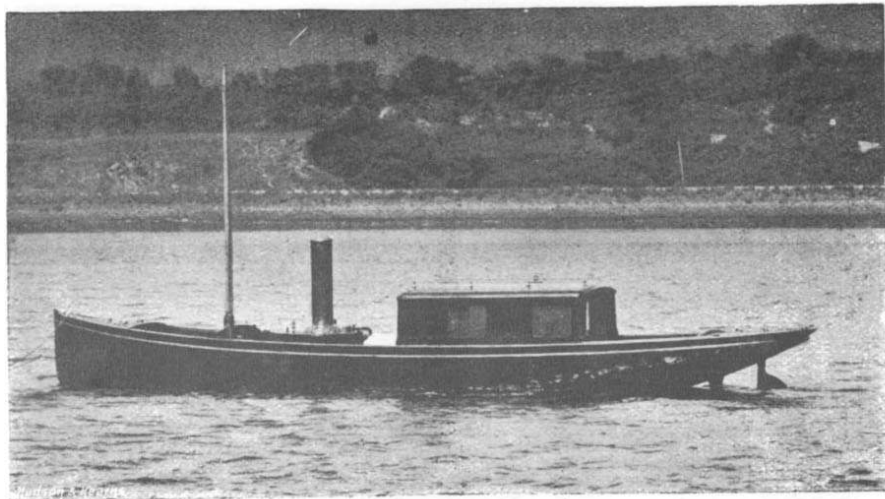
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Arg No 23

38'-0" x 7'-0" x 3'-9"

B. Quad

King Bl

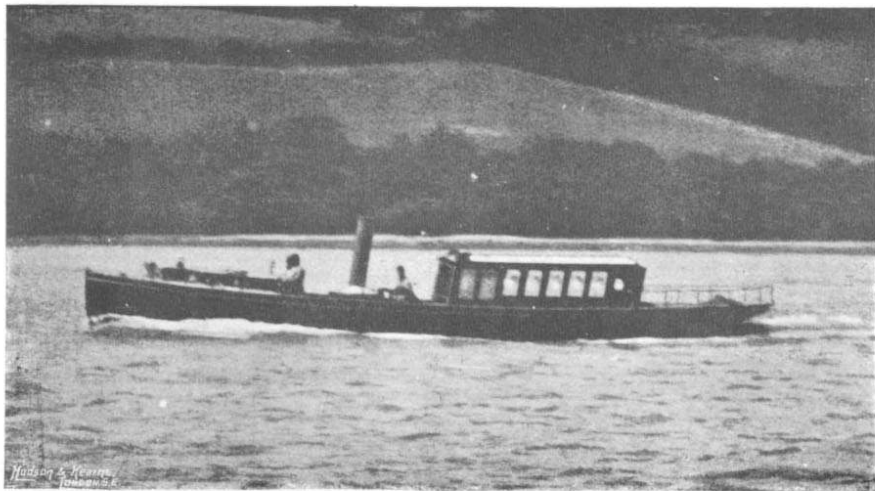


38' x 7' Launch "Lorna Doone."

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

*Like Drg No 741*

*50'-0" x 7'-0" x 4'-0"*



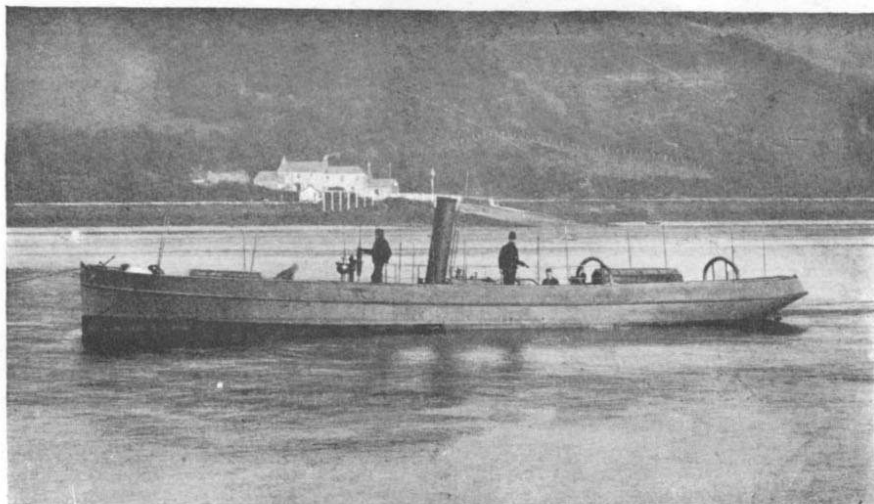
*F. Quail  
King, N.H.*

50' x 7', Speed  $12\frac{1}{2}$  Miles.

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

*Like Drg No. 215 (Republica)*  
*60'-0" x 11'-0" x 4'-6"*

*T. Quad*  
*R.T. Blr*

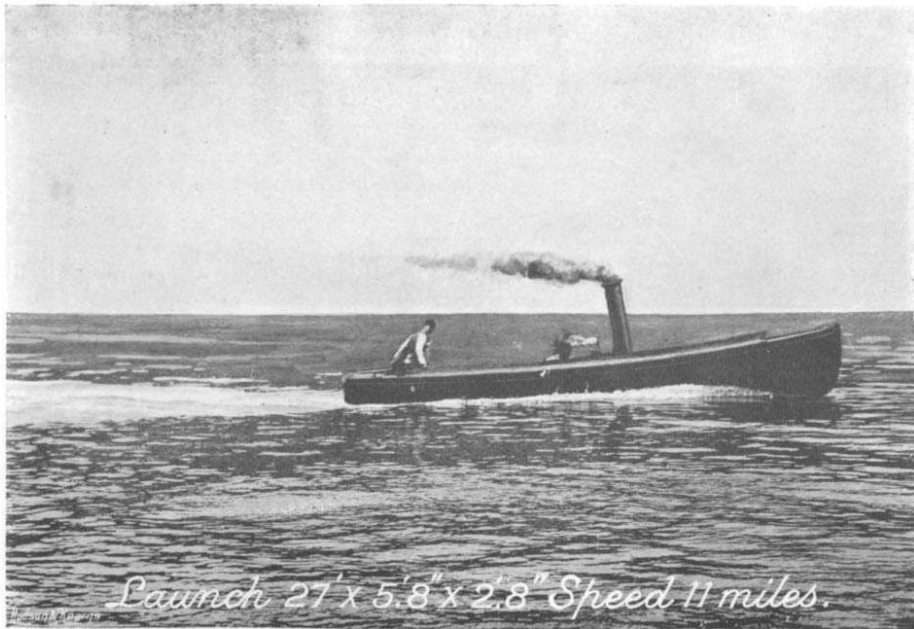


Tug 60' x 11' for Brazilian Government.

*11.8 Miles*

*56' B.P. Steel*

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

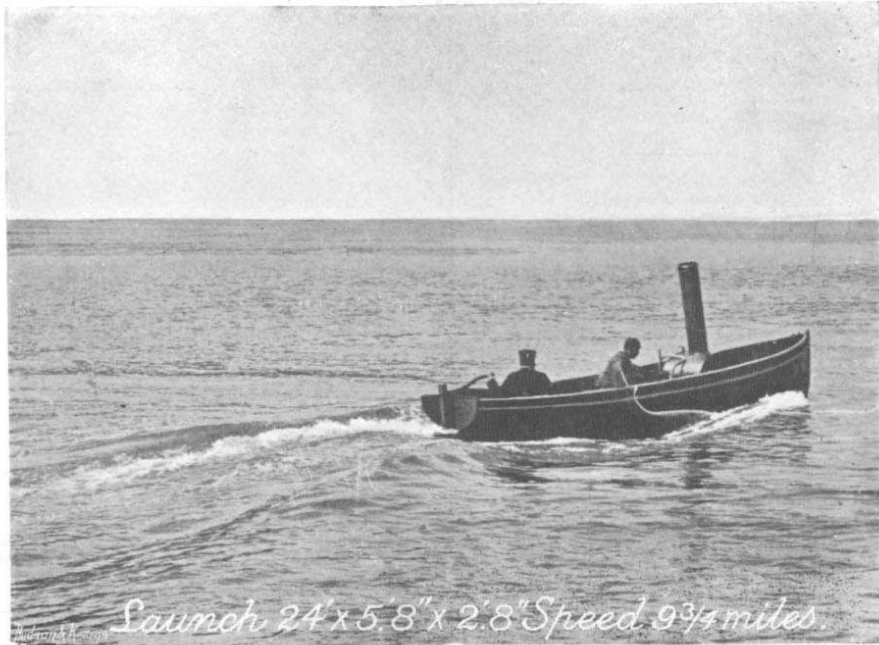


SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

*Like Drg No. 1019*

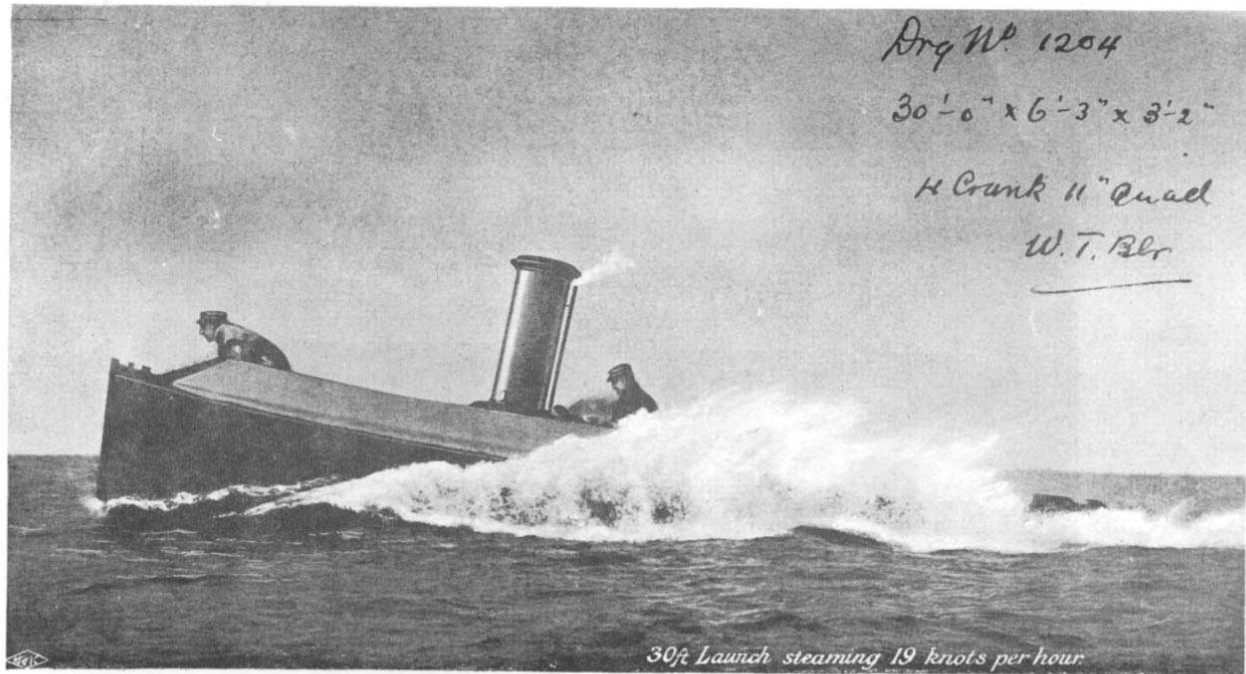
$\frac{3 \times 6^7}{3 \frac{1}{2}}$  Comp

N.T. Blr



*Launch 24' x 5'8" x 2'8" Speed 9 3/4 miles.*

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.



*Org No 1204*

*30'-0" x 6'-3" x 3'-2"*

*4 Crank 11" Quad*

*W. T. Blr*

*30ft Launch steaming 19 knots per hour*



SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

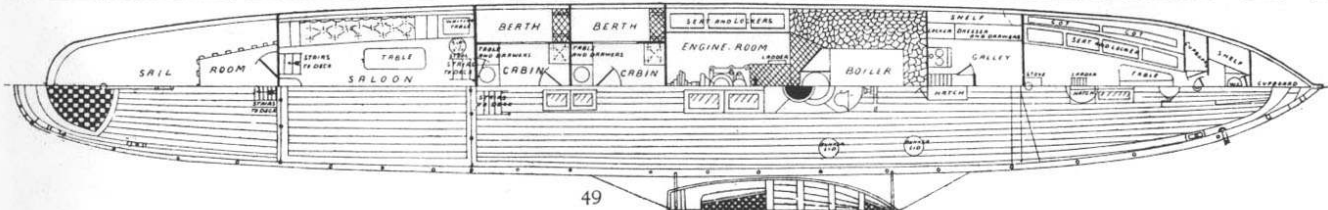
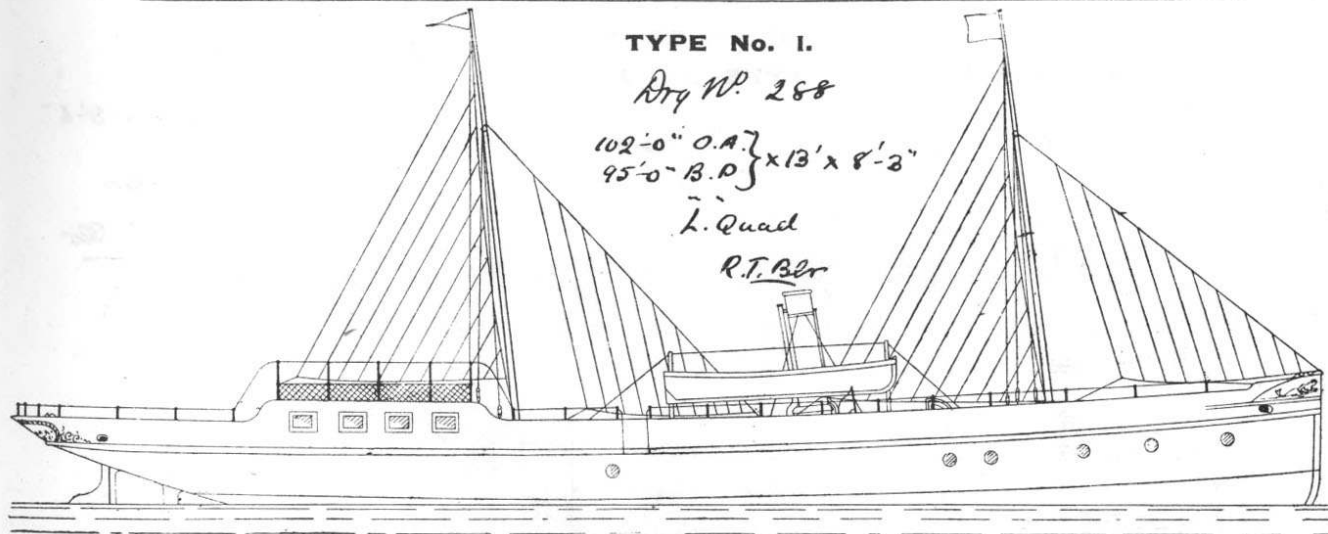
TYPE No. I.

Dry No. 288

102'-0" O.A. }  
95'-0" B.P. } x 13' x 8'-3"

L. Quad

R.T. Ber



N.P. = 201      Prop<sup>r</sup> = 1'-10 1/2" Dia      C.A. 19.6 ±      D = 28 T  
 I.H.P. = 240      3'-4" Pitch      H.S. = 583 1/2      C.N. = 44.59.  
 V = 03.483 miles      **SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.**

Steel Screw in Tunnel

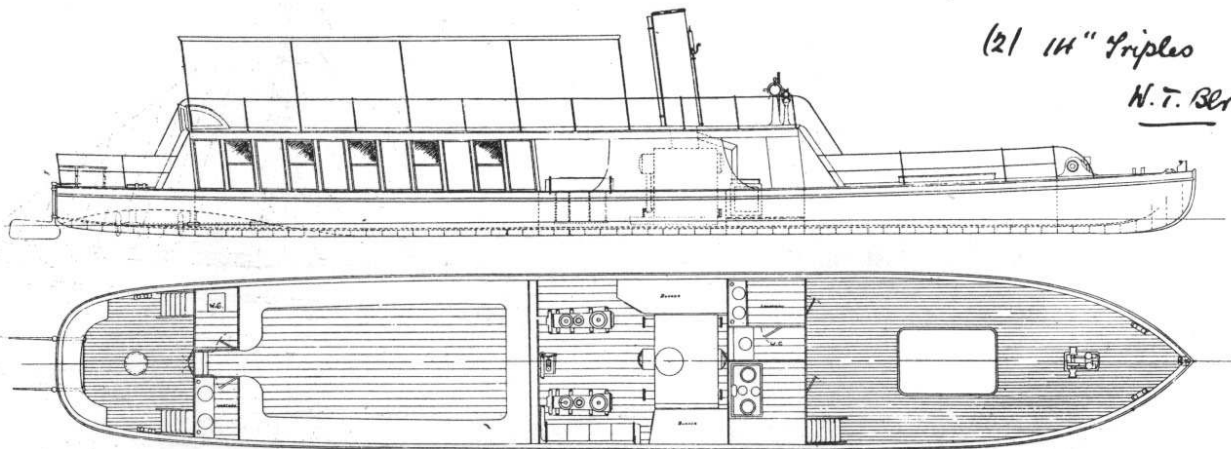
TYPE No. 2.

Dr<sup>y</sup> No 1347

91'-0" x 14'-0" x 3'-6"

(2) 14" Triples

N.T. Ber



Dimensions ... 91' x 14' x 3' 6"

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

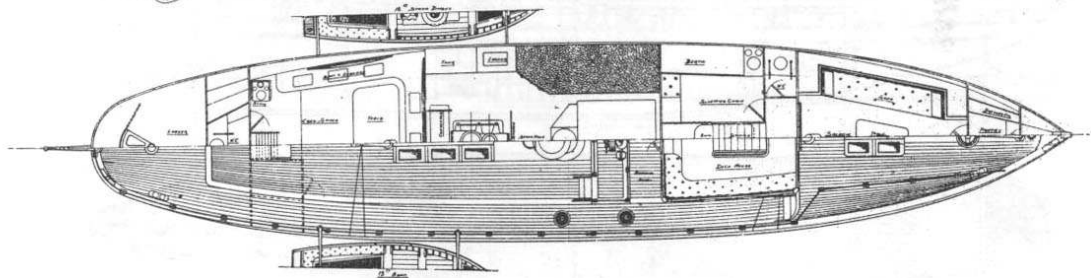
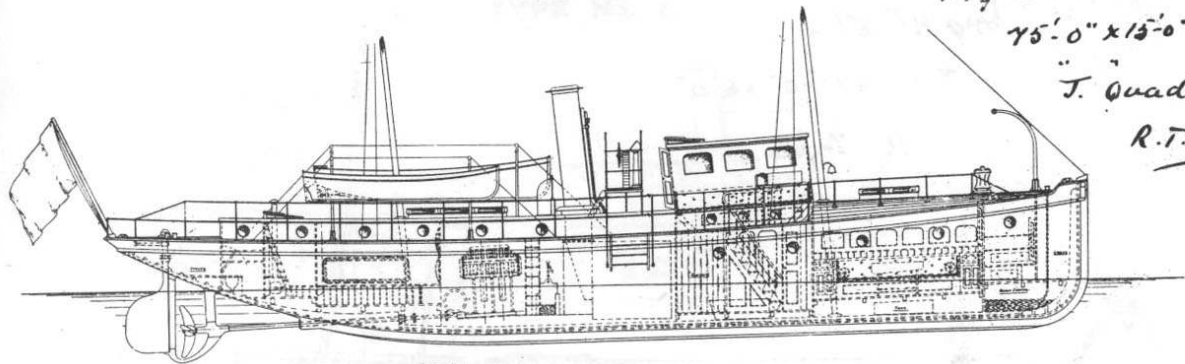
TYPE No. 3.

Dr. N<sup>o</sup> 587

75'-0" x 15'-0" x 7'

T. Quad

R.T. Bl



SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

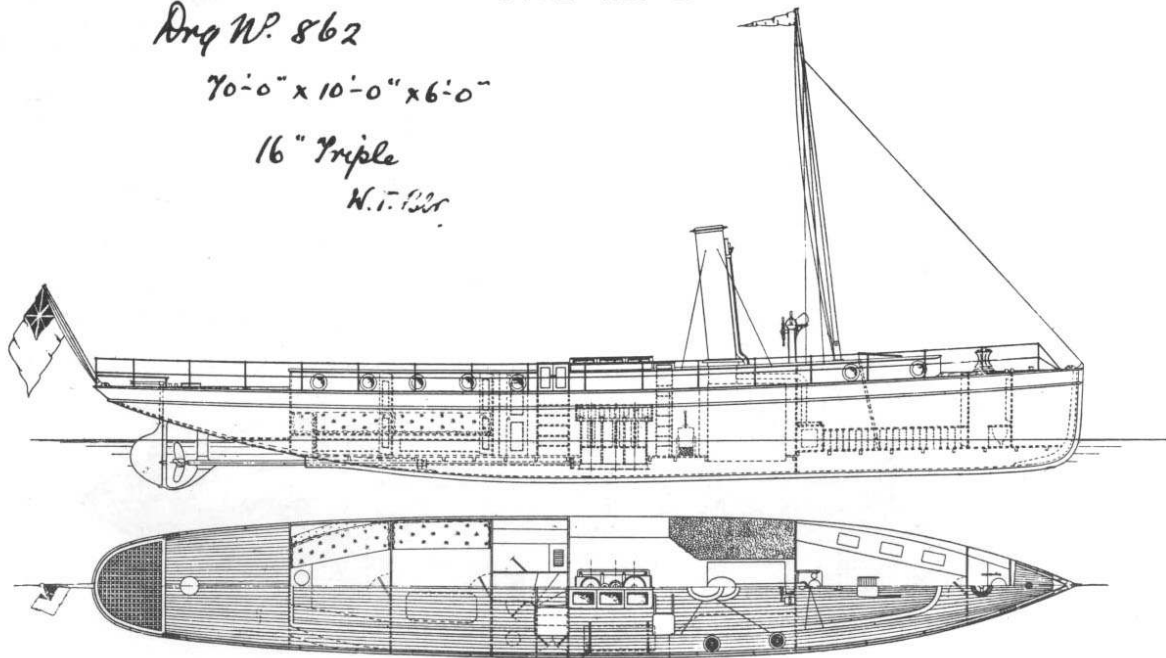
TYPE No. 4.

*Eng No. 862*

*70'-0" x 10'-0" x 6'-0"*

*16" Triple*

*N.T. 122*



SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

*Eng N<sup>o</sup> 685*

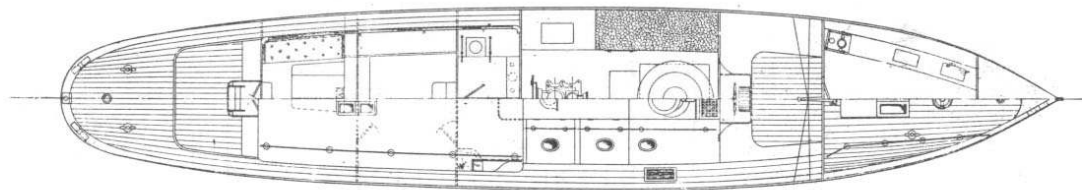
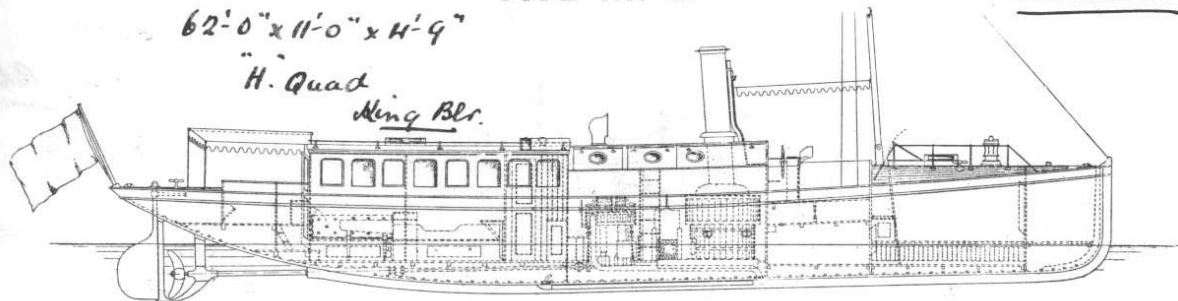
TYPE No. 5.

*"Bluebell"*

*62'-0" x 11'-0" x 4'-9"*

*H. Quad*

*Ming Blr.*

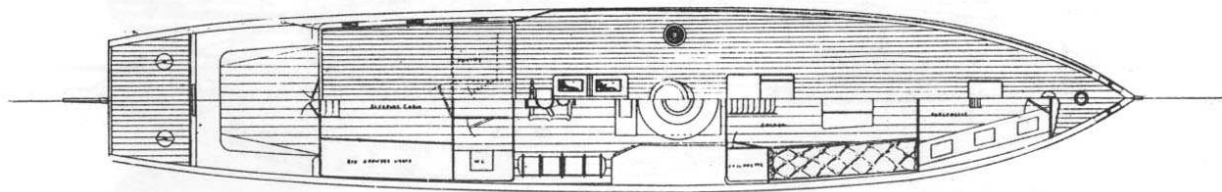
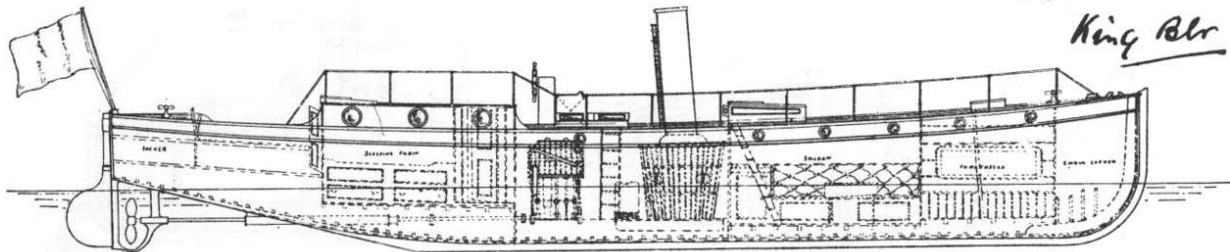


SCALE

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH:

TYPE No. 6.

*Drq W. 1000;  
H. Quad  
King Blr*



Dimensions ... 63' 6" x 11' 3" x 6'

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

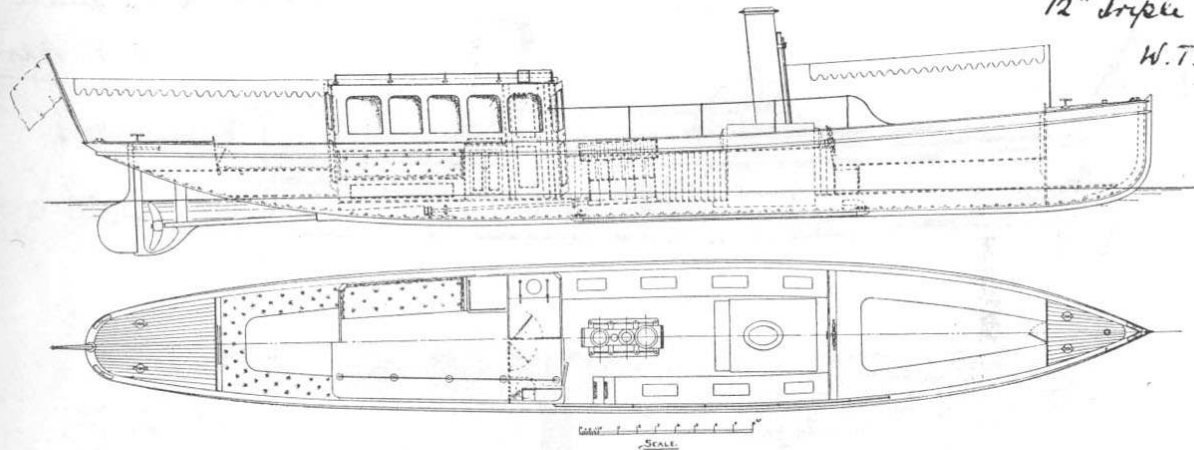
TYPE No. 7.

W 14 N. 1054

55'-0" x 7'-6" x 4'-8"

12" Triple

W.T. 3/4



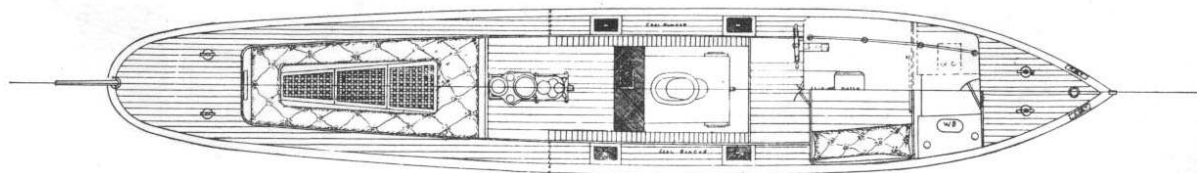
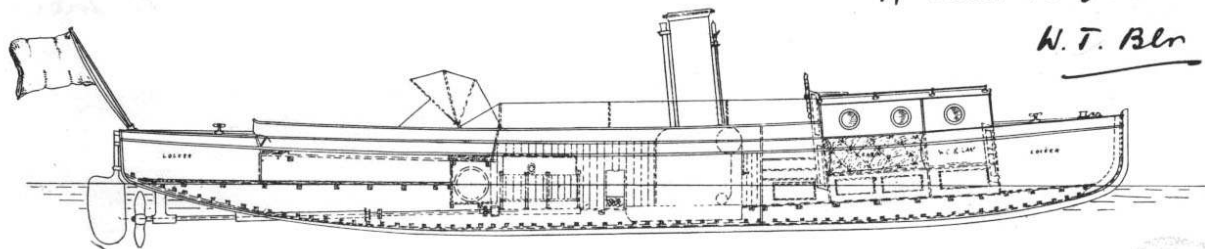
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 8.

Arg No 1373

H Crank 13" Quad

W. T. Blr



Dimensions ... 50' x 8' x 4'



SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

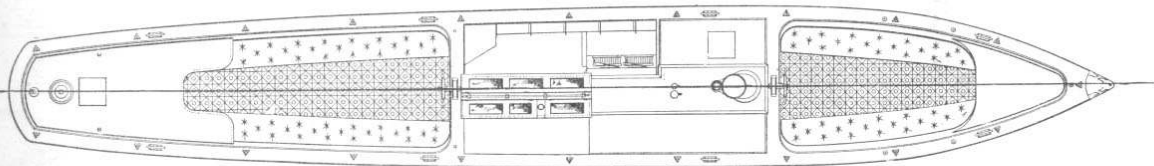
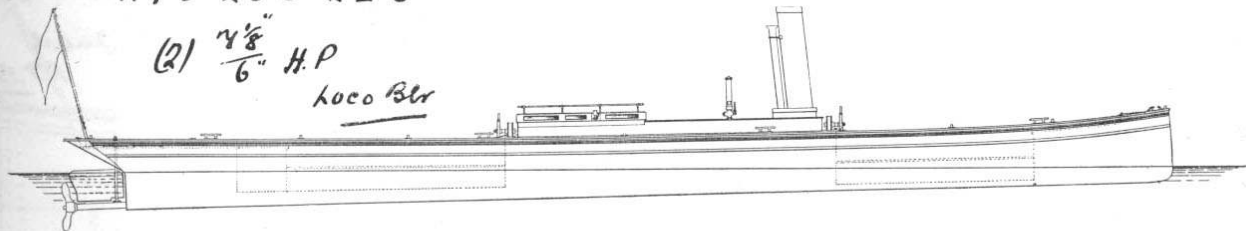
Argy No. 727

TYPE No. 9.

44'-0" x 6'-6" x 2'-6"

(2)  $\frac{7\frac{1}{8}}{6}$ " H.P.

Loco Blr



Scale 1/4" = 1 Foot

INCHES 0 1 2 3 4 5 6 7 8 9 10 FEET  
SCALE

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

chy is shown 2'-0" too far forward.  
trim

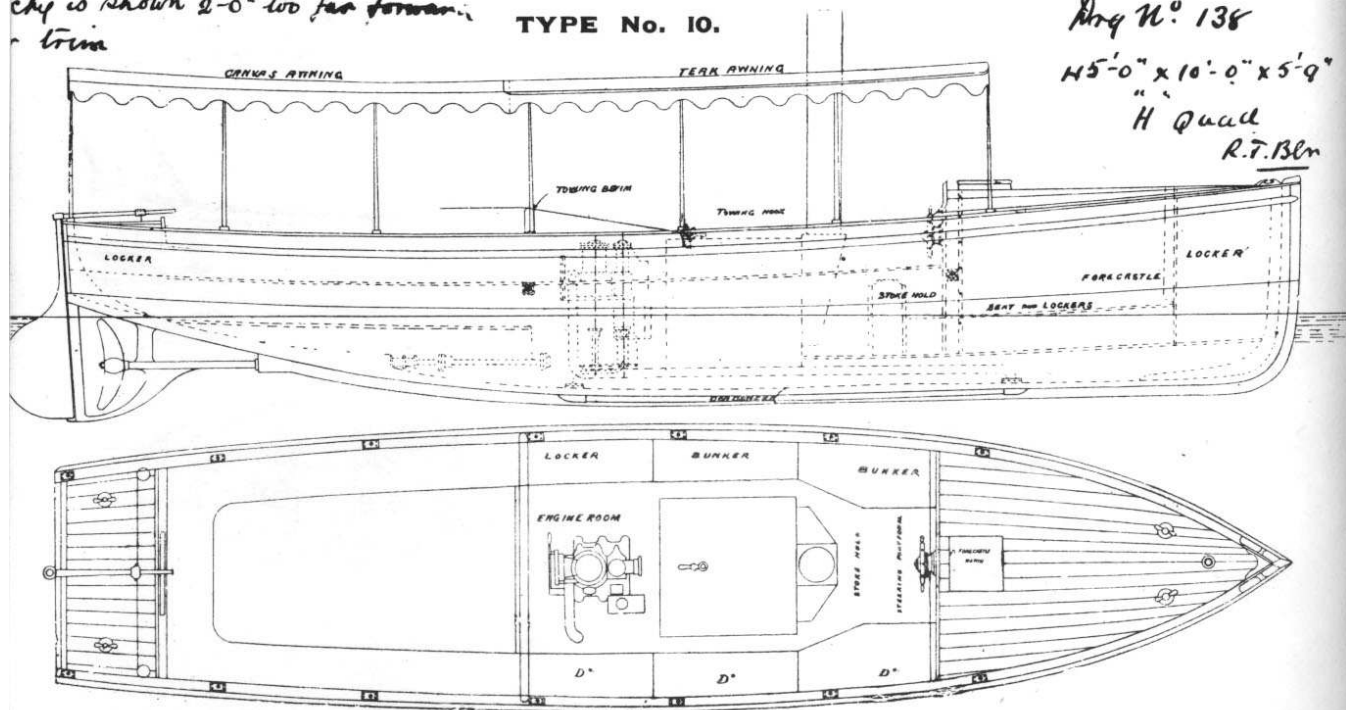
TYPE No. 10.

Arg N<sup>o</sup> 138

45'-0" x 10'-0" x 5'-9"

H Quad

R.T. Blm



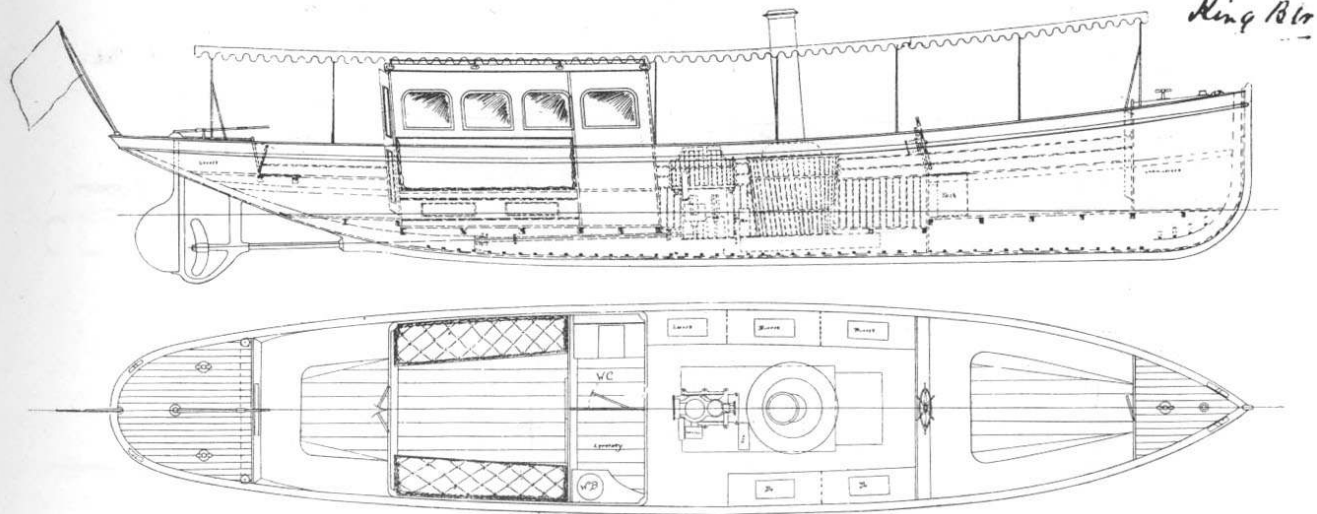
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. II.

*Dry No. 1246*

*B.D. Quad*

*King Blr*



Dimensions ... 43' x 8' x 4' 2"

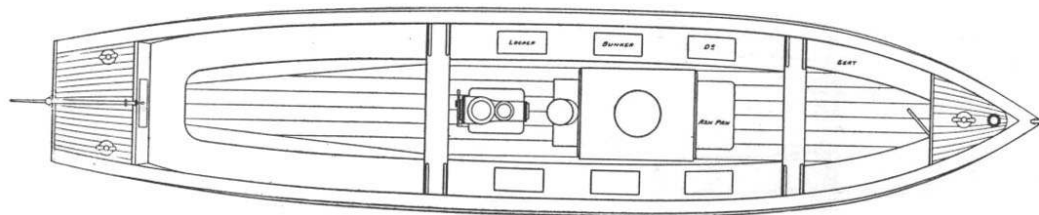
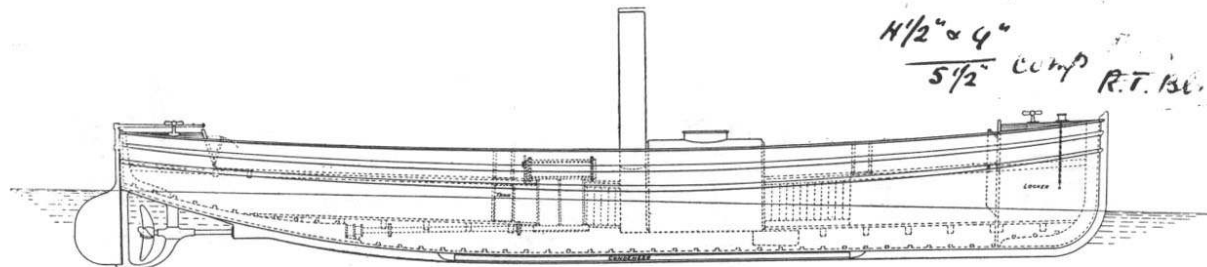
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 12.

35'-0" x 7'-0" x

1 1/2" x 4"

5 1/2" COMP R.T. 136.



INCHES 12 6 0 1 2 3 4 5 6 7 8 9 10 FEET

SCALE

C.N.H. 85

R. = 736 H.P 250 V in miles 11.16 Prop? 1-6' dia D = 2 Tons  
Yac = 23 I.H.P 26 C = 45 2-2' Pitch H.C = .25  
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

Screw in Tunnel

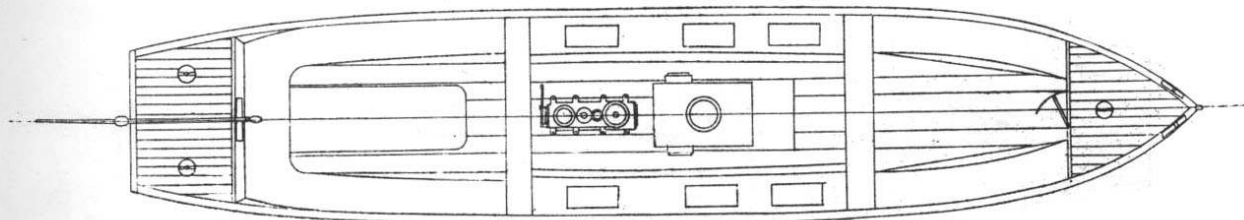
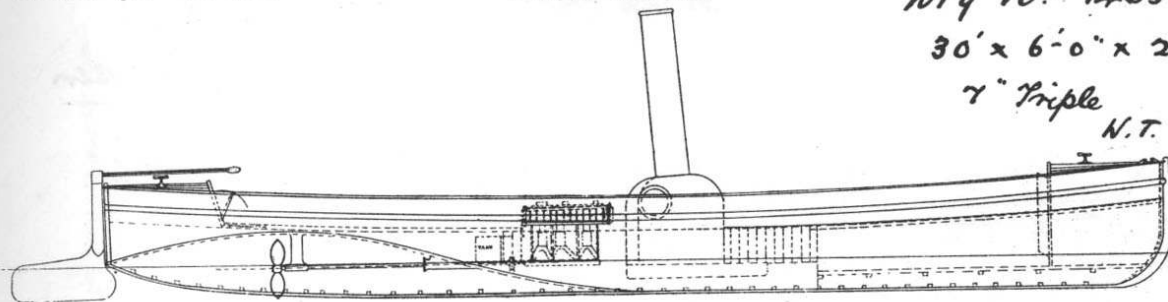
TYPE No. 13.

Dry No. 1433

30' x 6'-0" x 2'-9"

7" Triple

N.T. Blr



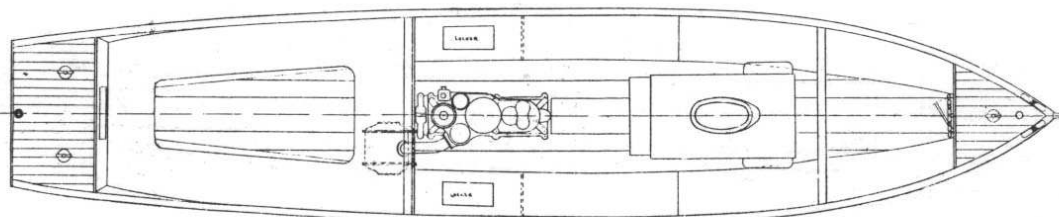
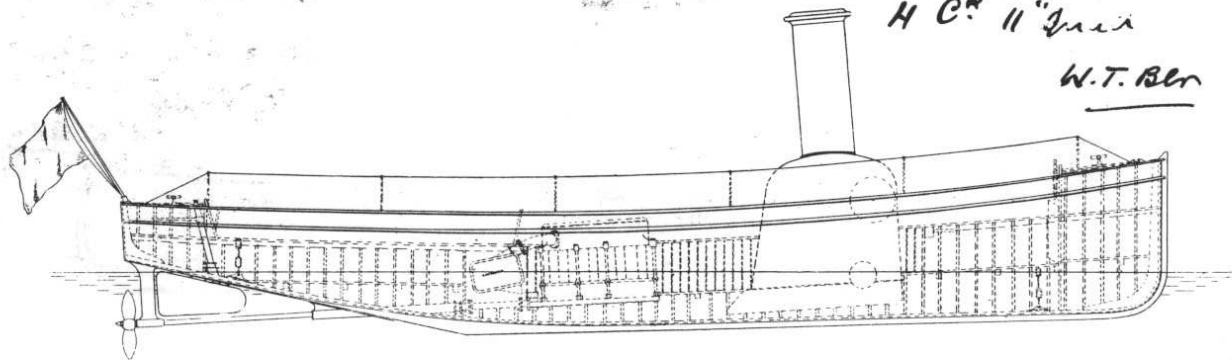
Dimensions ... 30' x 6' x 2' 9"

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 14.

H C<sup>a</sup> 11" *max*

W.T. Blr



Dimensions ... 30' x 6' 3" x 3' 2"

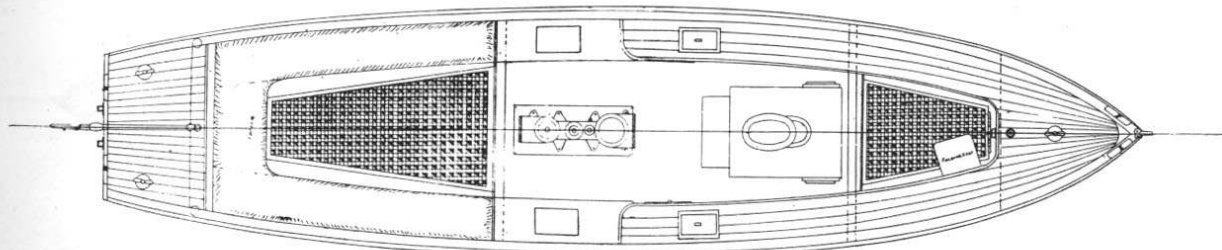
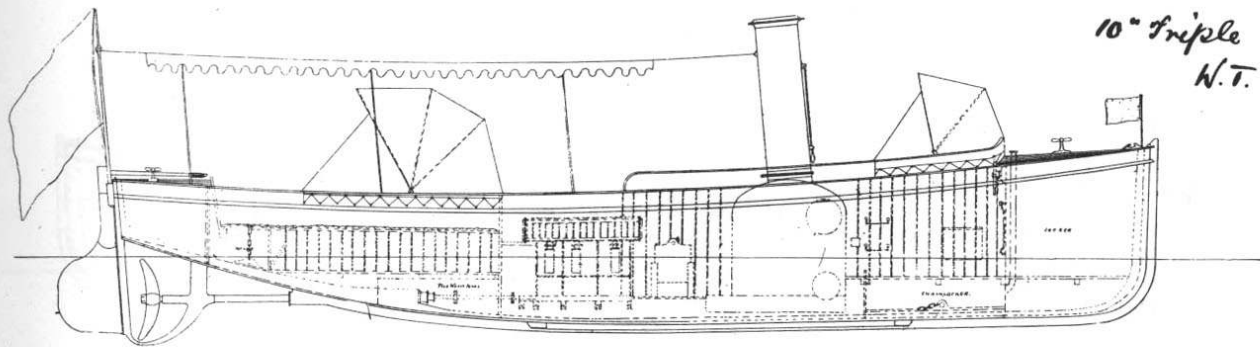
SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 15.

*Grand Duke*

*10" Triple*

*H.T. Bl.*

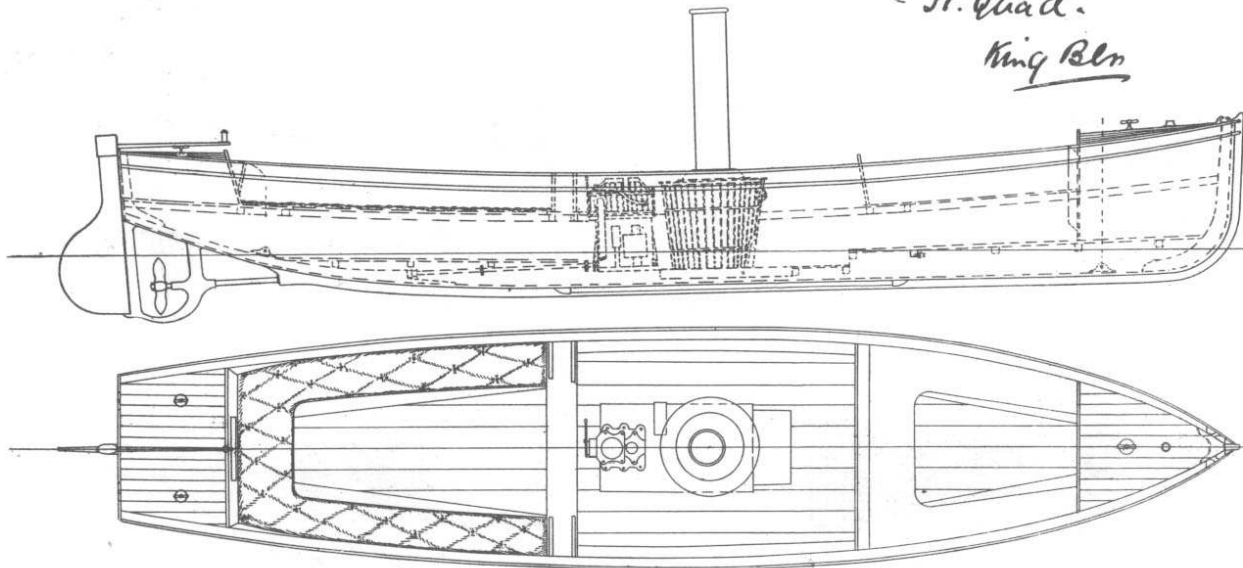


Dimensions ... 30' x 6' 10" x 3' 7"

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 16.

- A. Quad.  
King Bln



Dimensions ... 27' x 5' 8" x 2' 8"

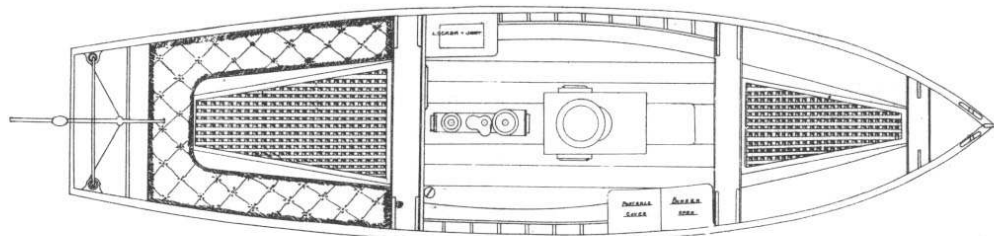
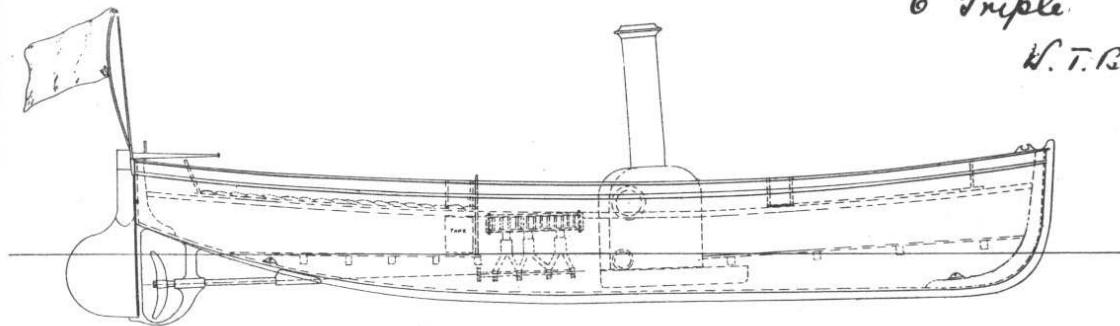


SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 17.

6" Triple

W. T. B. or



Dimensions ... 22' x 5' 6" x 2' 8"

18. I. H. P

11 3/8" miles

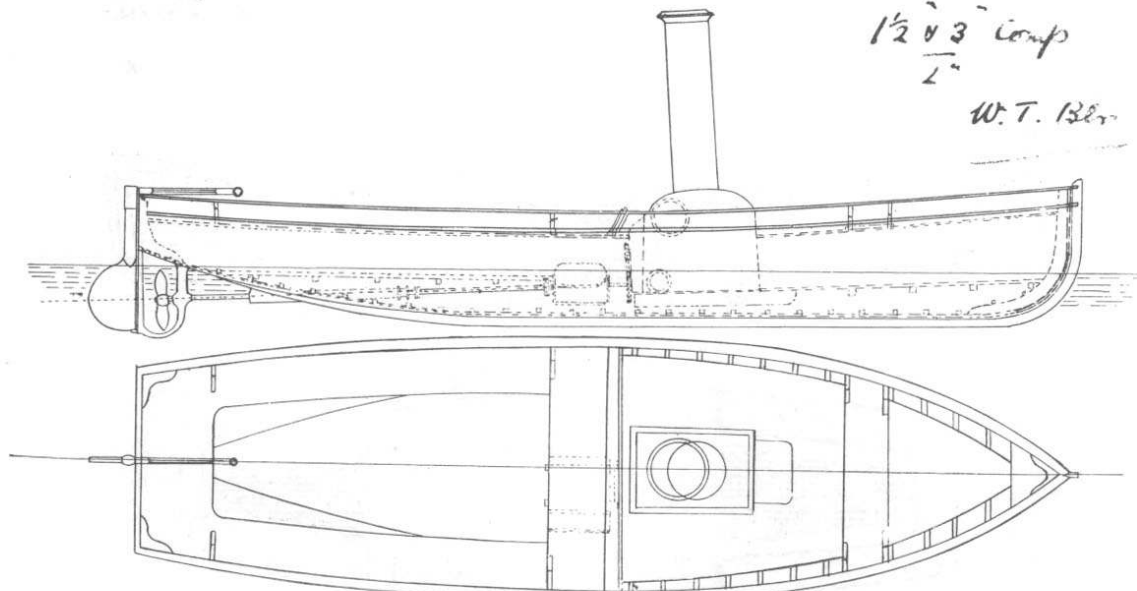
65

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.

TYPE No. 18.

$1\frac{1}{2} \times 3 \frac{1}{2}$  Comp

W.T. 138



DIMENSIONS-16-0 x 4-6 x 2-0-

## DESCRIPTIVE LIST OF DESIGNS.

- No. 1.—60 Ton (about) Steam Yacht. Powerful and comfortable sea boat ; Four Cabins, Saloon, Pantry, Galley, Forecastle. Shown as engined with Kingdon Quadruple Machinery and Return Tube Boiler, for  $10\frac{1}{2}$  knots (12 miles).
- No. 2.—91 ft. Shallow Draft Twin-Screw Passenger Launch, as built for Colonial use. Machinery Triple, and Water Tube Boiler (S.S. & Co.'s Patent), for  $12\frac{3}{4}$  knots ( $14\frac{1}{2}$  miles).
- No. 3.—50 Ton Steam Yacht, very beamy. A wonderful sea boat ; accommodation all forward, Deck House, Electric Light. Kingdon Quadruple Engines and Return Tube Boiler, for 9 knots ( $10\frac{1}{4}$  miles).
- No. 4.—30 Ton Steam Yacht, Snug Cruiser. Four Berths, two in Saloon. A fast boat. Triple Engines and Water Tube Boiler, for  $13\frac{1}{2}$  knots ( $15\frac{1}{2}$  miles).
- No. 5.—63 ft. 6 in. Cruising Launch. Two good Berths in Saloon, large Lavatory and Pantry. Kingdon Quadruple Engines and Boiler, for  $9\frac{1}{4}$  knots ( $10\frac{1}{2}$  miles).
- No. 6.—62 ft. Smart and Powerful Steam Yacht, has Saloon, Sleeping Cabin with two Berths, and two large Wells. A particularly nice boat, and excellent in dirty weather. Kingdon Quadruple Engines and Boiler, for  $9\frac{1}{4}$  knots ( $10\frac{1}{2}$  miles).

**SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.**

---

- No. 7.—55 ft. Sea or River Cruising Launch, with Cabin; a favourite type. Triple Engines and Water Tube Boiler, for 14 knots (16 miles).
- No. 8.—50 ft. High-speed Sea-going Launch. A fine boat where speed is the primary consideration. Cross' Patent Four-Crank Engine and Water Tube Boiler, for 16 knots (18½ miles).
- No. 9.—47 ft. Non-Condensing Umpiring Launch, as used for coaching. Speed as required.
- No. 10.—45 ft. Tug for Colonial or other use, has proved a great success. Kingdon Quadruple Engines and Return Tube Boiler, for 9¼ knots (10½ miles). Excellent sea boat.
- No. 11.—43 ft. Powerful and Roomy Sea or River Launch. A very economical boat. Kingdon Machinery, for 7¾ knots (9 miles).
- No. 12.—35 ft. Commercial Launch. A good boat with small Machinery, for 7¾ knots (9 miles).
- No. 13.—30 ft. Shallow Draft "Screw-in-tunnel" Launch, for Colonial work. A good fast boat. Triple Engines and Water Tube Boiler, for 9¾ knots (11¼ miles).
- No. 14.—30 ft. Yacht's Racing Launch. A good, comfortable sea boat with exceptional speed. Engined with Cross' Patent Four-Crank Quadruple Machinery and Water Tube Boiler, for a mean speed of 19 knots (21¾ miles). For photo of boat of this type, see page 48.

**SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH.**

---

- No. 15.—30 ft. Yacht's Launch. A powerful boat as used on Royal yachts. Can be fitted with air cases. Triple Engines and Water Tube Boiler, for  $13\frac{1}{2}$  knots ( $15\frac{1}{2}$  miles).
- No. 16.—27 ft. Standard Type Yacht's Launch. Kingdon Machinery, for  $8\frac{1}{4}$  knots ( $9\frac{1}{2}$  miles).
- No. 17.—22 ft. Yacht's Launch. Extra fast and a fine sea boat. Triple Engines and Water Tube Boiler, for  $9\frac{1}{2}$  knots (11 miles).
- No. 18.—16 ft. Steam Dinghy. A useful and reliable boat, light and powerful for her size. Closed-in type, C.S.C. Engine (requiring little attention), and Water Tube Boiler, for  $5\frac{1}{4}$  knots (6 miles).

## INDEX.

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| TYPES OF MACHINERY ... ..                     | 2 to 8   |
| NOTES, MACHINERY ... ..                       | 9 to 16  |
| TYPES OF BOILERS ... ..                       | 17 to 24 |
| NOTES, BOILERS ... ..                         | 25 to 28 |
| PHOTOS OF STEAM YACHTS AND AUXILIARIES ... .. | 29 to 38 |
| LIST OF ABOVE ... ..                          | 39       |
| OTHER PHOTOS AND DESIGNS ... ..               | 40 to 66 |
| DESCRIPTIVE LIST OF ABOVE ... ..              | 67 to 69 |

# SIMPSON, STRICKLAND & CO.'S

## Reversing Gear

FOR INTERNAL COMBUSTION ENGINES (INDER'S PATENT).

---

**DURABILITY.**  
**SIMPLICITY.**  
**COMPACTNESS.**

ONLY ONE Motion required for Ahead, Astern,  
or Neutral positions.

NO GEAR WHEELS or dogs to engage or break.

DIRECT DRIVE for Ahead Gear, and so perfect  
silence

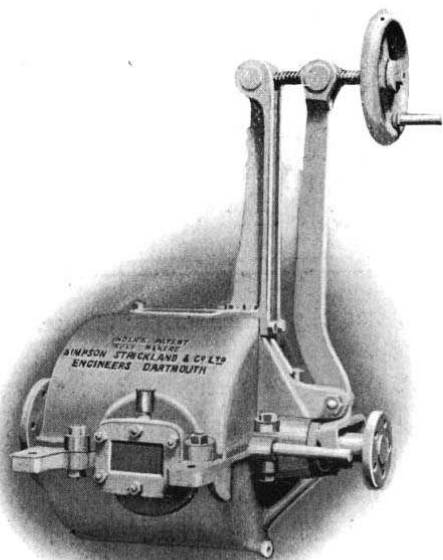
NO PARTS RUNNING in Neutral position.

GRADUAL ENGAGEMENT for Astern gear.

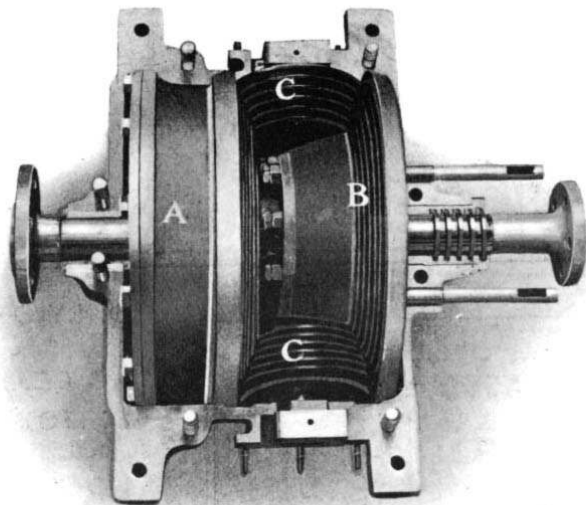
CANNOT BE DAMAGED by careless handling.

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Manufactured solely by SIMPSON, STRICKLAND & CO., Limited,  
Engineers, Yacht and Launch Builders, DARTMOUTH, Eng.

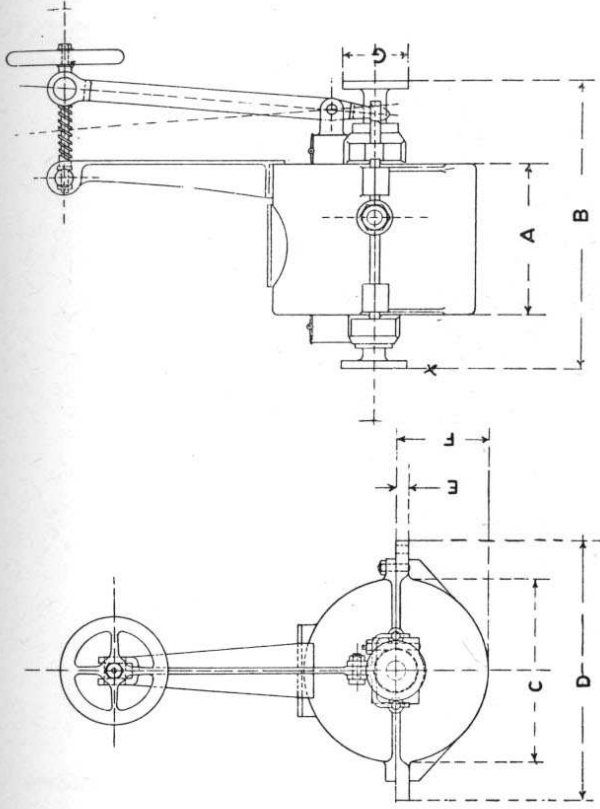


Outside View of a set of Gear  
for 30 h.p.



- A —Female cone attached to engine shaft, and carrying grooved disc.
- B.—Grooved disc attached to propeller shaft and carrying male cone engaging with A for Ahead gear.
- C.—Grooved pinions, which engage with the grooved discs on A and B for Astern gear.





| H.P.        | Price. | Dimensions. |         |         |         |        |        |        | Weight Approx. |
|-------------|--------|-------------|---------|---------|---------|--------|--------|--------|----------------|
|             |        | A           | B       | C       | D       | E      | F      | G      |                |
| 6           | £      | 11 1/4"     | 14 5/8" | 9"      | 13"     | 3 1/4" | 4 1/2" | 3 1/2" | 3 1/4"         |
| * 10 B.H.P. | 20     | 8 3/4"      | 17 1/8" | 10 3/8" | 15 1/2" | 3 1/2" | 5 1/8" | 3 1/2" | 1 1/4"         |
| 20          | 25     | 10 5/16"    | 19 1/8" | 12 3/4" | 19"     | 1"     | 6 1/8" | 4 1/2" | 2 1/4"         |
| 30          | 35     | 12 1/4"     | 23 7/8" | 14 1/8" | 22"     | 1 1/8" | 7 7/8" | 4 1/2" | 3 1/4"         |
| 40          | 45     | 13 3/8"     | 26 1/4" | 19 1/4" | 26 1/4" | 2 1/2" | 9 1/8" | 5"     | 3 3/4"         |

\* Note.—For the 10 h.p. size a lever is fitted instead of a worm and wheel.

Larger sizes on application.

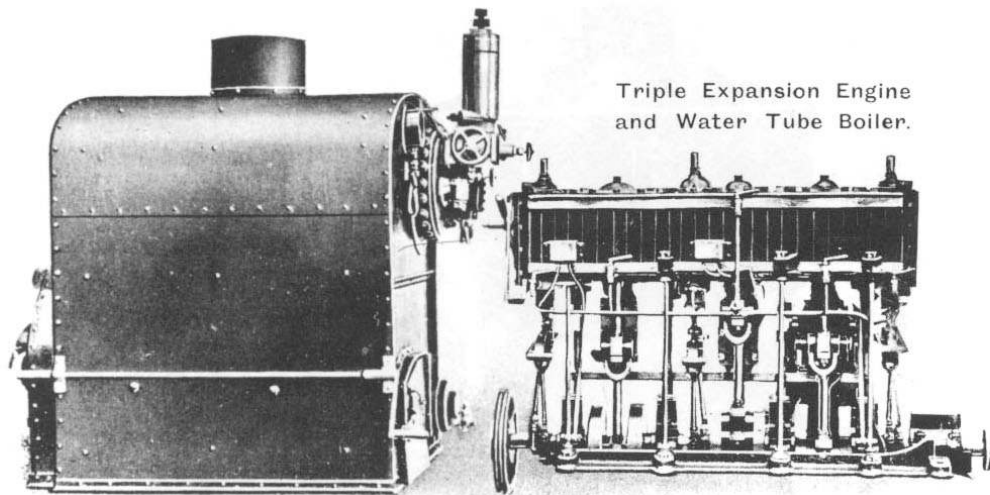
Prices include packing and delivery f.o.r. any station in England.



TEMPORARY MACHINERY PRICE LIST.

JULY, 1909.

**SIMPSON, STRICKLAND & CO., LTD.,**  
**Engineers, Ship, Yacht and Launch Builders,**



Triple Expansion Engine  
and Water Tube Boiler.

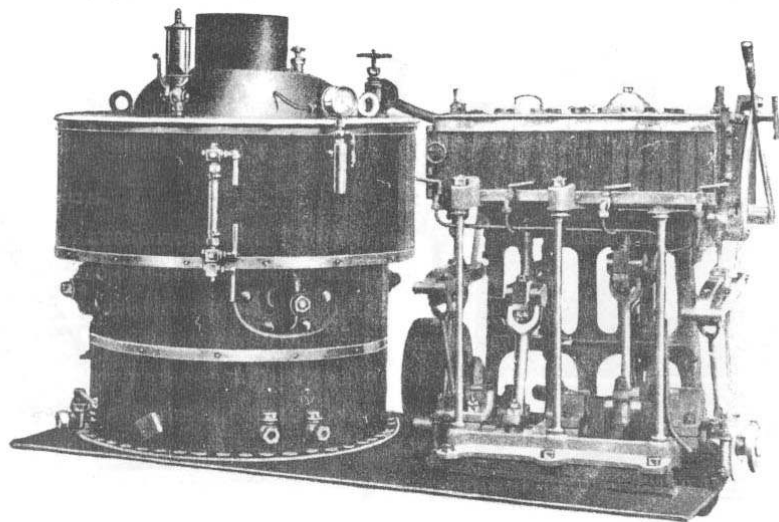
**DARTMOUTH, ENGLAND.**

Telephone: No. 2 DARTMOUTH.

Telegrams: "ENGINEERS, DARTMOUTH."

SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH, ENGLAND.

---



COMPOUND ENGINE & KINGDON BOILER

# SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH, ENGLAND.

## PRICES OF LAUNCH MACHINERY.

| TYPE<br>OF<br>MACHINERY.           | PRICE.          |   |  |                                   |  |   |                                      | EXTRAS.                                  |  |  |                        |
|------------------------------------|-----------------|---|--|-----------------------------------|--|---|--------------------------------------|--|--|--|------------------------|
|                                    | I.H.P.          | Engine<br>with Air<br>and Feed<br>Pump. | Conden-<br>ser and<br>Pipes as<br>specified. | Stern<br>Gear<br>as<br>specified. | Kingdon<br>Boiler<br>with<br>Mount'gs<br>and Fan.<br><i>dry Bottom</i> | Complete<br>Set with<br>Engine,<br>Boiler,<br>Condenser,<br>Stern Gear,<br>Pumps, &c. | Code Word<br>per<br>Complete<br>Set. | Complete<br>Set—<br>Non-con-<br>densing. | Shoe and<br>Bracket<br>for Cut-<br>away Boat | Air<br>Pressure<br>Pump for<br>Liquid<br>Fuel. | For<br>Donkey<br>Pump. |
| TWO<br>CRANK<br>COMPOUND           | <i>2+4</i>      | 6                                       | £ 66   | £ 14                              | £ 55   | £ 145   | Sonsacar ..                          | £ 141                                    | £ s. 3 0                                     | £ s. 5 10                                      | £ 10                   |
|                                    | <i>2½+5</i>     | 8                                       | 77   | 15                                | 11   | 165   | Sonsaco ..                           | 160                                      | 3 5  | 5 10   | 10                     |
|                                    | <i>3+6</i>      | 11                                      | 85   | 18                                | 15   | 190   | Sonsaque ..                          | 184                                      | 4 0  | 5 10   | 10                     |
|                                    | <i>3½+7</i>     | 17                                      | 97   | 20                                | 19   | 230   | Sonship ..                           | 223                                      | 5 15   | 6 10   | 10                     |
|                                    | <i>4+8</i>      | 23                                      | 117  | 22                                | 24   | 270   | Sonsonete ..                         | 262                                      | 6 10   | 6 10   | 10                     |
|                                    | <i>4½+9</i>     | 30                                      | 132  | 30                                | 27   | 330   | Sonst ..                             | 320                                      | 7 10   | 7 10   | 15                     |
|                                    | <i>5+10</i>     | 40                                      | 145  | 37                                | 29   | 385   | Sonstige ..                          | 372                                      | 10 0   | 7 10   | 15                     |
|                                    | <i>5½+11</i>    | 50                                      | 167  | 47                                | 36   | 455   | Sontico ..                           | 437                                      | 12 15  | 7 10   | 15                     |
|                                    | <i>6+12</i>     | 60                                      | 180  | 56                                | 43   | 505   | Sonticus ..                          | 485                                      | 15 0   | 7 10   | 15                     |
|                                    | <i>7+14</i>     | 80                                      | 206  | 78                                | 57   | 620   | Sonties ..                           | 596                                      | 20 0   | 10 0   | 15                     |
| TWO CRANK<br>KINGDON<br>QUADRUPLE. | <i>1/4 A</i>    | 7                                       | 75   | 13                                | 12   | 160   | Soplar ..                            | 153                                      | 3 0  | 4 0  | 10                     |
|                                    | <i>A</i>        | 10                                      | 103  | 17                                | 15   | 210   | Sopletes ..                          | 202                                      | 4 0  | 5 0  | 10                     |
|                                    | <i>1/2 AB</i>   | 14                                      | 124  | 22                                | 18   | 259   | Soplona ..                           | 250                                      | 5 0  | 6 0  | 10                     |
|                                    | <i>B</i>        | 20                                      | 140  | 27                                | 23   | 310   | Sopolis ..                           | 299                                      | 7 0  | 7 0  | 10                     |
|                                    | <i>3/4 B.O.</i> | 27                                      | 170  | 31                                | 30   | 376   | Sopor ..                             | 363                                      | 9 0  | 8 0  | 15                     |
|                                    | <i>D</i>        | 33                                      | 200  | 37                                | 38   | 445   | Soporasto..                          | 430                                      | 12 0   | 8 0  | 15                     |
|                                    | <i>F</i>        | 50                                      | 240  | 50                                | 50   | 550   | Soporatif ..                         | 530                                      | 16 0   | 8 0  | 15                     |
|                                    | <i>H</i>        | 70                                      | 320  | 75                                | 75   | 745   | Soporeus ..                          | 721                                      | 24 0   | 10 0   | 15                     |
| THREE<br>CRANK<br>TRIPLE.          |                 |   |  |                                   | Water<br>Tube<br>Boiler<br>with<br>Mount'gs.                           |   |                                      |  |  |  |                        |
|                                    | <i>6</i>        | 18                                      | 122  | 20                                | 17   | 76  | Sorat ..                             | 229                                      | 6 0  | 5 10   | 10                     |
|                                    | <i>7</i>        | 26                                      | 160  | 29                                | 25   | 86  | Sorbaceo ..                          | 292                                      | 7 0  | 5 10   | 10                     |
|                                    | <i>8</i>        | 34                                      | 180  | 36                                | 32   | 112   | Sorbenos ..                          | 350                                      | 7 0  | 6 10   | 15                     |
|                                    | <i>9</i>        | 48                                      | 218  | 46                                | 36   | 145   | Sorbereis ..                         | 434                                      | 12 0   | 7 10   | 15                     |
|                                    | <i>10</i>       | 62                                      | 248  | 56                                | 43   | 183   | Sorbet ..                            | 518                                      | 16 0   | 7 10   | 15                     |
|                                    | <i>11</i>       | 76                                      | 269  | 70                                | 51   | 210   | Sorbus ..                            | 585                                      | 18 0   | 8 0  | 15                     |
|                                    | <i>12</i>       | 90                                      | 313  | 84                                | 57   | 240   | Sorcier ..                           | 674                                      | 20 0   | 10 0   | 15                     |

SUBJECT TO ALTERATION WITHOUT NOTICE.

Copy has since been made of those particulars including water tube boilers

**SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH, ENGLAND.**

See Calculation Book handed down from S. N. for particulars of various jobs done page 35. No. to H.P. ETC. & H. Surface of Boilers

**PARTICULARS OF**

| TYPE<br>OF<br>MACHINERY. | ENGINE. |               |          |               |         |                    | PROPELLER, SHAFTING, &c.  |   |  |                    |
|--------------------------|---------|---------------|----------|---------------|---------|--------------------|---------------------------|---|--|--------------------|
|                          | I.H.P.  | CYLINDERS.    |          |               | Stroke. | Approx.<br>Weight. | Diam.<br>of<br>Propeller. | Length of<br>Shafting from<br>Face of En-<br>gine Coupling<br>to Front of<br>Propeller. | Length of<br>Stern Tube<br>between<br>Flanges. | Approx.<br>Weight. |
|                          |         | Diam.<br>H.P. |          | Diam.<br>L.P. |         |                    |                           |   |  |                    |
|                          |         |               |          |               |         |                    |                           |   |  |                    |
|                          |         | Revs          | Revs     |               |         |                    |                           |   |  |                    |
|                          |         | Ins.          |          | Ins.          | Ins.    | Cwts.              | Ft. Ins.                  | Ft.   | Ft. Ins.                                       | Cwts.              |
| W.P. 150                 | 6       | 800           | 2 4      | 800           | 4       | 2 1/2              | 1 1/2                     | 8   | 2 6  | 1 1/2              |
|                          | 8       |               | 2 1/2    |               | 5       | 3                  | 1 5/8                     | 8   | 2 6  | 1 1/2              |
| TWO A.B.                 | 11      | 550           | 3        | 550           | 6       | 3 1/2              | 1 5/8                     | 8   | 2 9  | 1 1/2              |
| B.                       | 17      | 450           | 3 1/2    | 500           | 7       | 4 1/4              | 1 9                       | 8   | 2 9  | 1 1/2              |
| CRANK B.D.               | 23      | 425           | 4        | 450           | 8       | 5 1/4              | 2 0                       | 9   | 3 0  | 1 1/2              |
|                          | 30      | 400           | 4 1/2    | 425           | 9       | 5 1/2              | 2 6                       | 9   | 3 3  | 1 1/2              |
| COMPOUND F.              | 40      | 37            | 5        | 400           | 10      | 6                  | 2 9                       | 10  | 3 6  | 1 1/2              |
| H.                       | 50      |               | 5 1/2    |               | 11      | 6 1/2              | 2 11                      | 10 1/2  | 3 9  | 2 1/2              |
| H.                       | 60      |               | 6        |               | 12      | 7                  | 3 1                       | 11  | 4 0  | 2 1/2              |
| J.                       | 80      |               | 7        |               | 14      | 8 1/2              | 3 3                       | 12  | 4 3  | 3 1/2              |
| W.P. 175                 |         | H.P.          | 1st M.P. | 2nd M.P.      | L.P.    |                    |                           |   |  |                    |
| TWO CRANK                | 10 7    | 600           | 2 1/2    | 2 1/2         | 5       | 3                  | 2                         | 1 3 1/2   | 8  | 2 6                |
|                          | 14 10   | 550           | 2 3/4    | 3 1/2         | 6       | 3 1/2              | 3                         | 1 6 1/2   | 8  | 2 6                |
| KINGDON                  | 20 14   | 500           | 3        | 4             | 7       | 4                  | 4                         | 1 7 1/2   | 8  | 2 9                |
|                          | 28 20   | 450           | 3 1/2    | 4 1/2         | 8       | 4 1/2              | 6                         | 2 0   | 8  | 2 9                |
| QUADRUPLE.               | 38 27   | 425           | 3 3/4    | 5             | 9       | 5                  | 7 1/2                     | 2 2   | 9  | 3 3                |
|                          | 44 33   | 400           | 4 1/4    | 5 1/2         | 10      | 5 1/2              | 9 1/2                     | 2 3 1/2   | 9  | 3 6                |
| W.P. 250                 | 40 50   | 350           | 5        | 7             | 12      | 6 1/2              | 13                        | 2 6   | 10 1/2   | 4 0                |
|                          | 100 70  | 300           | 6        | 8             | 14      | 8 1/2              | 22                        | 3 6   | 11   | 4 3                |
| W.P. 250                 |         | H.P.          | M.P.     |               | L.P.    |                    |                           |   |  |                    |
| THREE                    | 13 18   | 800           | 2 1/2    | 4             | 6       | 3                  | 2 1/2                     | 1 7   | 8  | 2 6                |
|                          | 19 26   | 750           | 3        | 4 1/2         | 7       | 3 1/2              | 3 1/2                     | 1 9   | 9  | 2 9                |
| CRANK                    | 25 34   | 700           | 3 1/2    | 5 1/2         | 8       | 4                  | 5 1/2                     | 1 10  | 9  | 3 0                |
|                          | 35 48   | 650           | 3 3/4    | 6             | 9       | 4 1/2              | 6 1/2                     | 2 0   | 10   | 3 3                |
| TRIPLE.                  | 45 62   | 600           | 4 1/4    | 6 1/2         | 10      | 5                  | 9                         | 2 6   | 11   | 3 6                |
|                          | 55 76   | 550           | 4 1/2    | 7 1/2         | 11      | 5 1/2              | 11                        | 2 7   | 12   | 3 9                |
| W.P. 175                 | 65 90   | 500           | 5 1/4    | 8             | 12      | 6                  | 13                        | 2 9   | 13   | 4 0                |

1/4 A.  
A.B.  
B.  
B.D.  
Q.  
F.H.

1/4 A To B. W.P. 250  
" " H. " 175  
" " A.B.  
" " B.  
B.D.

KINGDON  
O  
2-8 1/2  
3-3 1/4  
3-7  
3-10  
4-1  
4-4  
4-5 0"

**SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH, ENGLAND.**

## LAUNCH MACHINERY.

DRY ROT KINGDOM BOILER AND FITTINGS.

| Diam.              | Height.           |                   | Heating Surface. | Grate Area. | Approx. Weight in Steam. | Approx. Weight of Piping, Cocks, Tank and Condenser. | Total Weight of Machinery with Steam up. | Length of Engine and Boiler Space. | I.H.P. |
|--------------------|-------------------|-------------------|------------------|-------------|--------------------------|--|--|------------------------------------|--------|
| Ft. Ins.           | Ft. Ins.          |                   | Sq. Ft.          | Sq. Ft.     | Cwts.                    | Cwts.  | Cwts.                                    | Ft. Ins.                           |        |
| 1 11 $\frac{1}{2}$ | 2 1               |                   | 18.5             | .63         | 6                        | $\frac{3}{4}$  | 10 8 $\frac{3}{4}$                       | 6 10                               | 6      |
| 2 5 $\frac{1}{2}$  | 2 3               |                   | 23.8             | 1.15        | 9                        | 1  | 13                                       | 7 3                                | 8      |
| 2 9 $\frac{1}{2}$  | 2 7               |                   | 32.6             | 2.13        | 13                       | 1 $\frac{1}{4}$                                      | 17 $\frac{1}{2}$ 18 $\frac{1}{4}$        | 7 5                                | 11     |
| 3 3 $\frac{1}{2}$  | 3 1               |                   | 45.0             | 2.64        | 22                       | 1 $\frac{1}{2}$                                      | 26 28 $\frac{1}{2}$                      | 8 0                                | 17     |
| 3 7                | 3 2               |                   | 64.0             | 3.4         | 29                       | 1 $\frac{3}{4}$                                      | 32 34 $\frac{1}{2}$                      | 8 9                                | 23     |
| 3 10               | 3 8               |                   | 80.0             | 3.7         | 34                       | 2  | 37 44 $\frac{1}{2}$                      | 9 6                                | 30     |
| 4 1                | 4 0               |                   | 108.0            | 4.0         | 40                       | 2 $\frac{1}{2}$                                      | 45 53 $\frac{1}{2}$                      | 11 9                               | 40     |
| 4 4                | 4 0               |                   | 124.5            | 4.9         | 54                       | 3 $\frac{1}{4}$                                      | 57 69 $\frac{1}{2}$                      | 12 6                               | 50     |
| 5 0                | 5 0               |                   | 176.5            | 6.4         | 60                       | 4  | 70 78 $\frac{1}{2}$                      | 14 0                               | 60     |
| 6 6                | 5 3               |                   | 229.0            | 8.3         | 95                       | 5  | 90 121                                   | 15 0                               | 80     |
| 1 11 $\frac{1}{2}$ | 2 1               |                   | 18.5             | .63         | 6                        | $\frac{3}{4}$  | 10 9 $\frac{1}{2}$                       | 7 0                                | 7      |
| 2 5 $\frac{1}{2}$  | 2 3               |                   | 23.8             | 1.15        | 9                        | 1  | 14 13 $\frac{3}{4}$                      | 7 3                                | 10     |
| 2 9 $\frac{1}{2}$  | 2 7               |                   | 32.6             | 2.13        | 13                       | 1 $\frac{1}{4}$                                      | 19 19 $\frac{1}{4}$                      | 7 8                                | 14     |
| 3 3 $\frac{1}{2}$  | 3 1               |                   | 45.0             | 2.64        | 22                       | 1 $\frac{1}{2}$                                      | 24 30 $\frac{1}{2}$                      | 8 3                                | 20     |
| 3 7                | 3 2               |                   | 64.0             | 3.4         | 29                       | 1 $\frac{3}{4}$                                      | 29 39 $\frac{1}{2}$                      | 9 0                                | 27     |
| 3 10               | 3 8               |                   | 80.0             | 3.7         | 34                       | 2  | 34 44 $\frac{1}{2}$                      | 9 9                                | 33     |
| 4 1                | 4 0               |                   | 108.0            | 4.0         | 40                       | 2 $\frac{1}{2}$                                      | 41 53                                    | 12 6                               | 50     |
| 4 4                | 4 0               |                   | 124.5            | 4.9         | 54                       | 3 $\frac{1}{4}$                                      | 50 69                                    | 14 0                               | 70     |
| 5 0                | 5 0               |                   | 176.5            | 6.4         | 60                       | 4  | 60 89                                    |                                    |        |
| Length.            | Height.           | Width.            |                  |             |                          |  |  |                                    |        |
| 2-8 $\frac{1}{2}$  | 2-8 $\frac{1}{2}$ | 1-8 $\frac{1}{4}$ |                  |             |                          |  |  |                                    |        |
| Ft. Ins.           | Ft. Ins.          | Ft. Ins.          |                  |             |                          |  |  |                                    |        |
| 2 9                | 2 6               | 1 10              | 42.0             | 1.43        | 6                        | 1 $\frac{1}{4}$                                      | 11 10 $\frac{3}{4}$                      | 7 6                                | 18     |
| 3 1                | 2 8               | 2 2               | 62.0             | 2.36        | 9                        | 1 $\frac{1}{2}$                                      | 15 15 $\frac{3}{4}$                      | 8 10                               | 26     |
| 3 4                | 2 11              | 2 6               | 77.0             | 3.05        | 10 $\frac{1}{2}$         | 2 $\frac{1}{4}$                                      | 19 19 $\frac{1}{2}$                      | 10 0                               | 34     |
| 4 0                | 3 3               | 2 11              | 131.0            | 4.3         | 15 $\frac{1}{2}$         | 2 $\frac{3}{4}$                                      | 25 27                                    | 11 0                               | 48     |
| 3 6                | 3 6               | 3 3               | 150.0            | 4.55        | 16 $\frac{1}{2}$         | 3 $\frac{1}{4}$                                      | 28 32                                    | 11 0                               | 62     |
| 4 1                | 3 6               | 3 3               | 199.0            | 5.9         | 21                       | 4  | 33 39                                    | 11 6                               | 76     |
| 4 5                | 4 1               | 4 0               | 250.0            | 8.0         | 27                       | 5  | 39 48 $\frac{1}{2}$                      | 12 9                               | 90     |
| 4'-9"              | 4'-8"             | 4'-6"             | 290              | 10.0        | 35.                      |  |  |                                    |        |

## SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH, ENGLAND.

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### OUTLINE SPECIFICATION OF COMPOUND ENGINES.

Cylinders, cylinder covers, slide valves, valve chest covers, bedplate, eccentric sheaves, and coupling are of best quality cast iron.

Piston rods, slipper guides, valve spindles, eccentric rods, connecting rods, links, weigh shaft, drag links, reversing lever and arms, columns and crank shaft are forged from best Siemen's mild steel and machined bright all over.

Main bearings, crank pin, little end brasses, eccentric straps and link blocks are of our special bearing metal.

The cylinders are carried on cast iron back frame and steel front columns, and have slide valves placed outside the cylinders so as to be easily accessible, and driven with link motion reversing gear of the slot link type.

Arrangement is generally similar to that of the engines built for H.M. Navy.

Bearing surfaces are of ample size to allow of engines being run at high speeds without heating or undue wear and tear.

The engines are provided with drain cocks and pipes to cylinders and valve chests.

Cylinders are lagged with teak and brass bands.

Vacuum gauge and necessary lubricators to all parts are provided.

The feed and air pumps are direct driven and suitably designed and constructed for their duty.

The condenser is of the outside type with solid drawn copper pipe and gunmetal connections for passing through the skin of the boat.

The pipes are supplied in straight lengths with loose flanges and consist of main steam, exhaust, air pump suction, air pump discharge, feed pump suction, feed pump delivery, hand or donkey feed pump suction, hand or donkey feed pump delivery, and blow down pipe and cock.

The stern gear consists of gunmetal propeller, propeller shaft, and stern tube, arranged for boat with solid deadwood.

Intermediate shaft of steel.

**BOILER.**—The boiler is of the "Kingdon" vertical type, lagged with teak and brass bands, with brass shrouding on top, and with painted iron funnel.

The shell, furnace, bedplate, and tube plates are of best Siemen's mild steel, with fire tubes of solid drawn steel. It is mounted complete with water gauge, main steam valve, spring safety valve, blow down cock, two non-return valves, pressure gauge, whistle, and blast cock and pipe.

It is built throughout for a working pressure of 150 lbs. per square inch, and tested by cold water to 300 lbs. pressure.



**OUTLINE SPECIFICATION FOR KINGDON'S PATENT QUADRUPLE ENGINES.**

Cylinders, cylinder covers, eccentric sheaves and coupling, slide valves, valve covers, bedplate and frame are of best quality cast iron.

Piston rods, valve spindles, eccentric rods, links, weigh shaft, drag links, reversing lever and arms, connecting rods, column and crank shaft are forged from best Siemen's mild steel and machined bright all over.

Main bearings, crank pin and little end brasses, eccentric straps and link blocks are of our special bearing metal.

In the two smaller sizes the bedplate and frame are of gunmetal.

The cylinders are carried at the back on cast iron frame, and at the front on steel columns. Each pair of cylinders are placed tandem, with the steam to the two cylinders controlled by one valve.

The slide valves are placed outside the cylinders so as to be easily accessible, and driven with link motion reversing gear of the slot link type.

Bearing surfaces are of ample size, so as to allow the engines to be run at a high speed without heating, or undue wear and tear.

Cylinders are lagged with teak and brass bands.

The feed and air pumps are direct driven, and suitably designed and constructed for their duty.

Condenser is of the outside type with solid drawn copper pipe, and gunmetal connections for passing through skin of the boat.

The pipes are supplied in straight lengths with loose flanges, and consist of main steam, exhaust, air pump suction, air pump discharge, feed pump suction, feed pump delivery, hand or donkey feed pump suction, hand or donkey feed pump delivery, and blow down pipe and cock.

The stern gear consists of gunmetal propeller, propeller shaft, and stern tube, arranged for boat with solid deadwood.

Intermediate shaft of steel.

**BOILER.**—The boiler is of the "Kingdon" vertical type, lagged with teak and brass bands, with brass shrouding on top, and with painted iron funnel.

The shell, furnace, bedplate, and tube plates are of best Siemen's mild steel, with fire tubes of solid drawn steel. It is mounted complete with water gauge, main steam valve, spring safety valve, blow down cock two non-return valves, pressure gauge, whistle, and blast cock and pipe.

It is built throughout for a working pressure of 175 lbs. per square inch, and tested by cold water to 350 lbs pressure.

## SIMPSON, STRICKLAND & CO., Ltd., DARTMOUTH, ENGLAND.

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### OUTLINE SPECIFICATION FOR TRIPLE EXPANSION ENGINES.

Cylinders, cylinder covers, slide valves, valve chest covers, and bedplate are of best cast iron.

Piston rods, valve spindles, eccentric rods, links, weigh shaft, drag links, reversing lever and arms, connecting rods, columns, and crank shaft are of best quality Siemen's mild steel and machined bright all over.

Main bearings, crank pin and little end brasses, eccentric straps and link blocks are of our special bearing metal.

The cylinders are carried on steel columns, and are provided with piston valve to the high pressure cylinder and slide valves to the intermediate and low pressure cylinders.

The reversing gear is link motion, of the slot link type.

Bearing surfaces are of ample size to allow the engines to be run at a high speed without heating or undue wear and tear.

The engines are provided with drain cocks and pipes to cylinders and valve chests.

Cylinders are lagged with teak and brass bands, with brass covers to cylinders.

Vacuum gauge and necessary lubricators to all parts are provided.

All bright work to be polished and other work painted a suitable colour.

Feed and air pumps in the smaller size engines are geared down by worm and worm wheel off end of shaft. In the larger engines they are driven by rocking levers from the crossheads.

The condenser is of the outside type with solid drawn pipe and gunmetal connections for passing through skin of the boat.

The pipes are supplied in straight lengths with loose flanges, and consist of main steam, exhaust, air pump suction, air pump discharge, feed pump suction, feed pump delivery, hand or donkey feed pump suction, hand or donkey feed pump delivery, and blow down pipe and cock.

The stern gear consists of gunmetal propeller, propeller shaft, and stern tube, arranged for boat with solid deadwood. Intermediate shaft of steel.

**BOILER.**—The boiler is of the improved water-tube type with iron casing neatly painted and provided with necessary ash pan and damper. The drums are best quality Siemen's mild steel, and the tubes are of solid drawn steel, each tube being tested to 1,000 lbs. water pressure. Access to the drums is by a manhole door or bolted cover.

The funnel is of double cased iron.

The boiler is mounted complete with the following mountings:—Asbestos packed water gauge, main steam valve, safety valve, blow off cock, pressure gauge, two non-return valves, one whistle and valve, one blast cock and pipe.

The boiler is built throughout for a working pressure of 250 lbs., and tested by cold water to 500 lbs.

PRICES AND PARTICULARS OF

**COMPOUND SURFACE CONDENSING MACHINERY,**

With SIMPSON, STRICKLAND & Co.'s Patent Improved Thornycroft Water

Tube Boiler, for a working Pressure of 150 lbs. per square inch,  
or Kingdon's Vertical Boiler.

| ENGINE<br>I.H.P.             | Lbs.<br>I.H.P. AT 160 H.P. → 7 12 17                  |                                 | 24 34 45    |             | 55 66 80    |             | 105 140 180 220 |          |
|------------------------------|---|---------------------------------|-------------|-------------|-------------|-------------|-----------------|----------|
|                              | ...   | ...                             | ...         | ...         | ...         | ...         | ...             | ...      |
| H.P. Cylinder diam.          | 14  | 2 2 3                           | 3 3 4       | 4 4 5       | 5 5 6       | 6 6 7       | 7 7 8           | 8 8 9    |
| L.P. ...                     | 3   | 4 5 6                           | 7 8 9       | 10 11 12    | 13 14 15    | 16 17 18    | 19 20 21        | 22 23 24 |
| Stroke ...                   | 2   | 2 3 3 1/2                       | 4 4 5       | 5 5 6       | 6 6 7       | 7 7 8       | 8 8 9           | 9 9 10   |
| Revolutions per minute...    | 1200  | 800 530 500                     | 450 425 400 | 375 350 300 | 250 225 200 | 180 160 140 | 120 100 80      | 60 40 30 |
|                              |   | 960 445 30                      | 635 575 545 | 520 465 430 | 360 300 275 | 200 180 160 | 120 100 80      | 60 40 30 |
| Approx. space in Boat re-    |   |                                 |             |             |             |             |                 |          |
| quired for Machinery...      |   |                                 |             |             |             |             |                 |          |
| to face weight with steam up |   |                                 |             |             |             |             |                 |          |
| including pipes & steam gear |   |                                 |             |             |             |             |                 |          |
| A approx. weight of Engine & |   |                                 |             |             |             |             |                 |          |
| Watertube Boiler, cwt.       |   |                                 |             |             |             |             |                 |          |
| will shell Bkr : do : do     |   |                                 |             |             |             |             |                 |          |
| PRICES :—                    |   |                                 |             |             |             |             |                 |          |
| Engine with Outside          | 4 5 7 10 12 15 17 21                                  | 26 34 44 55 69 93 124 158       |             |             |             |             |                 |          |
| Condenser, Pumps and         | 3 5 7 10 12 15 17 21                                  | 14 19 27 31 36 49 56 63 70 81 0 |             |             |             |             |                 |          |
| Stern Gear .. £              | 5 8 10 16 24 29 35 43 51 52 68 98 173 226 294 360 420 |                                 |             |             |             |             |                 |          |
| Boiler with Mountings £      | 40 60 77 109 133 160 198 222 258 314 379 461          |                                 |             |             |             |             |                 |          |
| TOTAL, including all         | 100 150 175 244 285 328 399 472 536 637 745 926       |                                 |             |             |             |             |                 |          |
| Pipes and Fittings £         |   |                                 |             |             |             |             |                 |          |
| Spare Propeller of Gun       |   |                                 |             |             |             |             |                 |          |
| Metal ... £                  | 1 10 2 2 10 3 10 5 6 7 10                             |                                 |             |             |             |             |                 |          |

PRICES OF LARGER SIZES ON APPLICATION.

The three smallest engines are of our closed in type.

The 6 I.H.P. Engine by working at 200 lbs. can develop 8 I.H.P.;

For inside Condenser add 12 per cent. *Inside Cond. for all sizes above 50 I.H.P.*

For Brass Funnel and Casing to Boiler add 7 1/2 per cent.

NOTE.—With Engines up to 25 I.H.P. an Auxiliary Hand-feed Pump is fitted; all

sizes above with 3 Blaise & Knowles, or Worthington Steam Donkey.

For all sizes up to 30 I.H.P., Boilers fire forward; all larger sizes, fire aft.

If it is preferred to fire the smaller sizes aft, the length of machinery space can

be reduced by about 10 per cent.

The Engine and Boiler are usually in one compartment for all sizes.

Prices are subject to alteration without notice.

Note! Shell Bkrs up to including the 66 I.H.P.: are of the  
King Vent type. All sizes above have Marine R.T. type.

# SIMPSON, STRICKLAND & Co., Ltd., DARTMOUTH.

PRICES AND PARTICULARS OF "KINGDON"

## QUADRUPLE EXPANSION SURFACE CONDENSING MACHINERY,

With SIMPSON, STRICKLAND & Co.'s Patent Improved Thornycroft Water Tube Boiler for a working Pressure of 250 lbs. per square inch, or Kingdon Vertical Boiler for 175 lbs.

| ENGINE—  |     | 10              | 14             | 20             | 28             | 38             | 47             | 70      | 100             | 128     | 165             | 200            |
|--|-----|-----------------|----------------|----------------|----------------|----------------|----------------|---------|-----------------|---------|-----------------|----------------|
| I.H.P. @ 250 lbs.  | ... | 10              | 14             | 20             | 28             | 38             | 47             | 70      | 100             | 128     | 165             | 200            |
| Size ...   | ... | $\frac{1}{4}$ A | A              | AB             | B              | BD             | D              | F       | H               | J       | JL              | L              |
| I.H.P. @ 175 lbs.  | ... | 7               | 10             | 14             | 20             | 27             | 33             | 50      | 70              | 90      | 115             | 140            |
| H.P. Cylinder dia.                                       |     | 2               | $2\frac{1}{2}$ | 3              | $3\frac{1}{2}$ | $3\frac{3}{4}$ | $4\frac{1}{4}$ | 5'      | 6               | 7       | $7\frac{3}{4}$  | $8\frac{1}{2}$ |
| No. 2  | ... | $2\frac{1}{2}$  | $3\frac{1}{2}$ | 4              | $4\frac{1}{2}$ | 5              | $5\frac{1}{2}$ | 7       | 8               | 9       | 10              | 11             |
| No. 3  | ... | $3\frac{1}{2}$  | $4\frac{1}{2}$ | $5\frac{1}{4}$ | 6              | $6\frac{3}{4}$ | $7\frac{1}{2}$ | 9       | $10\frac{1}{2}$ | 12      | $13\frac{1}{2}$ | 15             |
| L.P.   | ... | 3               | 4              | 6              | 8              | 9              | 12             | 14      | 16              | 18      | 20              | 22             |
| Stroke   | ... | 3               | $3\frac{1}{2}$ | 4              | $4\frac{1}{2}$ | 5              | $5\frac{1}{2}$ | 6       | $8\frac{1}{2}$  | 10      | 11              | 11             |
| Revolutions per minute                                   | ... | 600             | 550            | 500            | 450            | 425            | 400            | 350     | 300             | 270     | 240             | 220            |
| Approx. space in Boat required for Machinery             |     | ft. in.         | ft. in.        | ft. in.        | ft. in.        | ft. in.        | ft. in.        | ft. in. | ft. in.         | ft. in. | ft. in.         | ft. in.        |
| Approx. weight of Engine and Water Tube Boiler, cwt.     |     | 7               | 0              | 7              | 3              | 7              | 8              | 8       | 3               | 9       | 0               | 9              |
| PRICES:—   |     | 5'0             | 8'5            | 9'8            | 12'3           | 14'4           | 21'1           | 34'0    | 54'0            | 64'0    | 93'0            | 113'0          |
| Engine with Outside Condenser, Pumps and Stern Gear... £ |     | 5'0             | 1'55           | 1'75           | 2'4            | 2'2            | 5'0            | 5'0     | 3'3             | 3'4     | 4'4             | 5'0            |
| Boiler with Mountings £                                  |     | 100             | 140            | 161            | 199            | 243            | 296            | 354     | 472             | 595     | 714             | 850            |
| TOTAL, including all Pipes and Fittings £                |     | 60              | 70             | 100            | 115            | 145            | 156            | 210     | 276             | 325     | 396             | 450            |
| Spare Propeller of Gun Metal ... £                       |     | 160             | 210            | 261            | 314            | 388            | 452            | 564     | 748             | 920     | 1110            | 1300           |
| Spare Propeller of Gun Metal ... £                       |     | 2               | 2              | 10             | 3              | 3              | 10             | 5       | 6               | 10      | 8               | 12             |
|  |     |                 |                |                |                |                |                |         |                 |         | 17              | 22             |
|  |     |                 |                |                |                |                |                |         |                 |         | 27              | 27             |

PRICES OF LARGER SIZES ON APPLICATION.

F. inside Condenser add 10 per cent.

F. Brass Funnel and Casing to Boiler add 5 per cent.

NOTE.—With Engines to 28 I.H.P. an Auxiliary Hand-feed Pump is fitted; all sizes above with a Steam Donkey for all sizes up to 47 I.H.P. Boilers fire forward; all larger sizes, fire aft. If it is preferred fire the smaller sizes aft, the length of machinery space can be reduced by about 10 per cent. The Engine and Boiler are usually in one compartment for all sizes.

Prices are subject to alteration without notice.

## PRICES AND PARTICULARS OF

# HIGH-SPEED TRIPLE EXPANSION SURFACE CONDENSING MACHINERY,

With SIMPSON, STRICKLAND Co.'s Patent Improved Thornycroft Water Tube Boiler for working Pressure of 250 lbs. per square inch, or with Kingdon Vertical Boiler for 175 lbs.

| ENGINE—<br>I.H.P. @ 250 lbs. ...<br>I.H.P. @ 175 lbs. ... | 4 ft. 6 in.<br>18 26<br>13 19 | 4 ft. 4 in.<br>34<br>25 | 4 ft. 2 in.<br>48<br>35 | 5 ft. 0 in.<br>62<br>45 | 5 ft. 6 in.<br>76<br>55 | 5 ft. 10 in.<br>90<br>75 | 5 ft. 12 in.<br>100<br>85 | 5 ft. 14 in.<br>117<br>95 | 5 ft. 16 in.<br>135<br>110 | 5 ft. 18 in.<br>152<br>120 | 5 ft. 20 in.<br>169<br>135 | 5 ft. 22 in.<br>186<br>150 | 5 ft. 24 in.<br>203<br>167   | 5 ft. 26 in.<br>220<br>184 | 5 ft. 28 in.<br>237<br>201 | 5 ft. 30 in.<br>254<br>218 |
|---|-------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------|---------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|----------------------------|----------------------------|----------------------------|
| H.P. Cylinder, dia.                                       | 2½                            | 3                       | 3½                      | 4                       | 4½                      | 5                        | 5½                        | 6                         | 6½                         | 7                          | 8                          | 9                          | 10                           | 11                         | 12                         | 13                         |
| M.P. " "  | 4                             | 4½                      | 5½                      | 6                       | 6½                      | 7½                       | 8                         | 8½                        | 9½                         | 10½                        | 12                         | 13½                        | 14½                          | 16                         | 18½                        | 20                         |
| L.P. " "  | 6                             | 7                       | 8                       | 9                       | 10                      | 11                       | 12                        | 13                        | 14                         | 15                         | 16                         | 18                         | 20                           | 22                         | 24                         | 28                         |
| Stroke ...  | 3                             | 3½                      | 4                       | 4½                      | 5                       | 5½                       | 6                         | 6½                        | 7                          | 7½                         | 8                          | 9                          | 10                           | 11                         | 12                         | 14                         |
| Revolutions per minute                                    | 800                           | 750                     | 700                     | 650                     | 600                     | 550                      | 500                       | 460                       | 420                        | 400                        | 375                        | 330                        | 300                          | 275                        | 250                        | 215                        |
| Approximate space in Boat required for machinery ...      | 7 ft. 6 in.                   | 8 ft. 10 in.            | 10 ft. 0 in.            | 11 ft. 0 in.            | 12 ft. 0 in.            | 13 ft. 0 in.             | 14 ft. 0 in.              | 15 ft. 0 in.              | 16 ft. 0 in.               | 17 ft. 0 in.               | 18 ft. 0 in.               | 19 ft. 0 in.               | 20 ft. 0 in.                 | 21 ft. 0 in.               | 22 ft. 0 in.               | 23 ft. 0 in.               |
| Approximate Weight of Engine and Water Tube Boiler, cwt.  | 7-25                          | 10-25                   | 13-25                   | 18-75                   | 21-5                    | 31                       | 38                        | 43                        | 50                         | 58                         | 64                         | 81                         | 100                          | 122                        | 146                        | 204                        |
| W.T. of W.T. Boiler ...                                   | 4-5                           | 6-75                    | 8-75                    | 12-15                   | 14                      | 16                       | 26                        | 29                        | 33                         | 36                         | 43                         | 52                         | 62                           | 72                         | 82                         | 96                         |
| PRICES:—  | 1-7                           | 1-9                     | 1-10                    | 2-0                     | 2-3                     | 2-4                      | 2-6                       | 2-9                       | 3-0                        | 3-4                        | 3-9                        | 4-3                        | 4-10                         | 4-6                        | 5-6                        | 5-6                        |
| Engine, with Outside Condenser, Pumps, and Stern Gear £   | 170                           | 205                     | 253                     | 308                     | 366                     | 413                      | 482                       | 527                       | 590                        | 648                        | 706                        | 852                        | Prices of these and          |                            |                            |                            |
| Boiler with Mountings ... £                               | 90                            | 107                     | 130                     | 156                     | 192                     | 218                      | 252                       | 276                       | 307                        | 339                        | 370                        | 456                        | Larger Sizes on Application. |                            |                            |                            |
| TOTAL, including all Pipes & Fittings £                   | 260                           | 312                     | 383                     | 464                     | 558                     | 631                      | 734                       | 803                       | 897                        | 987                        | 1076                       | 1308                       |                              |                            |                            |                            |
| Spare propeller of Gun Metal ... £                        | 3                             | 3                       | 10                      | 5                       | 6                       | 10                       | 7                         | 8                         | 9                          | 10                         | 11                         | 13                         | 15                           | 17                         |                            |                            |

For inside Condensers add 10 per Cent.

For Brass Funnel and Casing to Boiler add 5 per cent.

NOTE.—Engines of two smallest sizes are fitted with Auxiliary Hand-feed Pump. All sizes above with a Steam Donkey. All sizes above 62 I.H.P. have Main Feed and Air Pumps, driven either by Reducing Gear or an Independent Engine. For all sizes up to 48 I.H.P. Boilers fire forward; all larger sizes fire aft. If it is preferred to fire the small sizes aft the length of the machinery space can be reduced by about 10 per cent.

The 190 I.H.P. machinery and larger sizes usually have the Engine and Boiler in separate compartments.

Prices are subject to alteration without notice.

1905.

# SIMPSON, STRICKLAND & Co., Ltd.,

## DARTMOUTH, SOUTH DEVON.

### PRICES AND PARTICULARS OF

## COMPOUND SURFACE CONDENSING MACHINERY,

With SIMPSON, STRICKLAND & Co.'s Patent Improved Thornycroft Water Tube Boiler, for a working Pressure of 150 lbs. per square inch, or Kingston's Vertical Boiler.

| ENGINE—   |     |        |         |         |        |         |         |         |         |         |         |         |         |
|---|-----|--------|---------|---------|--------|---------|---------|---------|---------|---------|---------|---------|---------|
| I.H.P. ...  | ... | 6      | 11      | 17      | 23     | 30      | 40      | 50      | 60      | 80      | 100     | 150     | 200     |
| H.P. Cylinder diam.                                   |     |        |         |         |        |         |         |         |         |         |         |         |         |
| L.P. ...  | ... | 2      | 3       | 3½      | 4      | 4½      | 5       | 5½      | 6       | 7       | 8       | 9       | 10      |
| Stroke...   | ... | 4      | 6       | 7       | 8      | 9       | 10      | 11      | 12      | 14      | 16      | 18      | 20      |
| Revolutions per minute                                | ... | 2½     | 3½      | 4½      | 5      | 5½      | 6       | 6½      | 7       | 8½      | 10      | 13      | 15      |
|   | ... | 800    | 550     | 500     | 450    | 425     | 400     | 375     | 350     | 300     | 250     | 220     | 200     |
|   |     | ft. in | ft. in. | ft. in. | ft. in | ft. in. | ft. in. | ft. in. | ft. in. | ft. in. | ft. in. | ft. in. | ft. in. |
| Approx. space in Boat required for Machinery...       | ... | 6 10   | 7 5     | 8 0     | 8 9    | 9 6     | 11 9    | 12 6    | 14 0    | 15 0    | 16 6    | 18 0    |         |
| PRICES :—   |     |        |         |         |        |         |         |         |         |         |         |         |         |
| Engine with Outside Condenser, Pumps and Stern Gear £ |     | 99     | 115     | 101     | 148    | 10      | 167     | 187     | 10      | 201     | 250     | 278     |         |
| Boiler with Mountings ... £                           |     | 60     | 77      | 109     | 133    | 160     | 198     | 222     | 258     |         |         |         |         |
| TOTAL, including all Pipes & Fittings £               |     | 159    | 192     | 10      | 257    | 10      | 300     | 347     | 10      | 399     | 472     | 536     |         |

### PRICES OF LARGER SIZES ON APPLICATION.

For inside Condenser add 12 per cent.

For Brass Funnel and Casing to Boiler add 7½ per cent.

NOTE.—With Engines up to 23 I.H.P. an Auxiliary Hand-feed Pump is fitted; all sizes above with a Steam Donkey.

For all sizes up to 30 I.H.P., Boilers fire forward; all larger sizes, fire aft.

If it is preferred to fire the smaller sizes aft, the length of machinery space can be reduced by about 10 per cent.

The Engine and Boiler are usually in one compartment for all sizes.

Prices are subject to alteration without notice.

If preferred Direct Tube Boiler will be supplied at the same price.

1907.

**SIMPSON, STRICKLAND & Co., Ltd.,**  
DARTMOUTH.

## PRICES AND PARTICULARS OF "KINGDON"

**QUADRUPEL EXPANSION SURFACE  
CONDENSING MACHINERY.**

With SIMPSON, STRICKLAND & Co.'s Patent Improved Thornycroft Water Tube Boiler for a working Pressure of 250 lbs. per square inch, or Kingdon Vertical Boiler for 175 lbs.

| ENGINE— |   |    |   |    |   |   |   |   |    | PRICES OF LARGER SIZES ON APPLICATION. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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For inside Condenser add 10 per cent.

For Brass Funnel and Casing to Boiler add 5 per cent.

NOTE.—With Engines up to 28 I.H.P. an Auxiliary Hand-feed Pump is fitted: all sizes above with a Steam Donkey. For all sizes up to 47 I.H.P. Boilers fire forward; all larger sizes, fire aft. If it is preferred to fire the smaller sizes aft, the length of machinery space can be reduced by about 10 per cent. The Engine and Boiler are usually in one compartment for all sizes.

Prices are subject to alteration without notice.











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