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FBC LTD, 2018. Hardback. Condition: New. Language: English . Brand New Book ***** Print on Demand *****.Excerpt from Journal of the Association of Engineering Societies, Vol. 5: Boston, St. Louis, Chicago, Cleveland, Minneapolis, St. Paul Some knowledge of the immense size the marine engine has reached may be obtained from the fact that an engine built in England a short time ago had a steam cylinder for reversing thirty-two inches in diameter. It is by means of these improvements only that engines of ten and twelve thousand horse-power can be controlled The largest compound on the lakes at the present time is 35 inches high and 70 inches low-pressure cylinder by 48 inches stroke and one as small as 8 inches high and 14 inches low-pressure cylinders by 12-inch stroke, and works as complete as the larger engines. When comparing engines of the lake marine with those built by English and Scotch builders and those on the coast, a vast difference is found in the weight and strength of engines of the same size. Those on the lakes are much the lighter - in fact, they are built on the banjo principle. While the others are built on the anvil principle one is strong and massive, while the other is light and graceful, but begins to spring when heavy work is thrown on it. Some builders lay claims to making the working parts of their engines of steel to reduce the weight. This is a mistake. Stiffness is of more importance. If the crank shaft springs and heats, it is little satisfaction to know that it is made of steel. A piston or connecting-rod that trembles is a continual source of annoyance, and any amount of assurance that they are of steel will not satisfy...



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