SHEET A

General Specification and Illustrations

OF

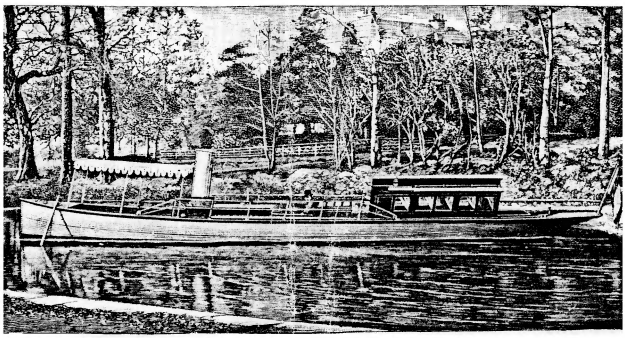
LIGHT-DRAUGHT STEAM LAUNCHES

FOR

RIVERS, LAKES, CANALS, HARBOURS OR COAST

FITTED WITH SUITABLE

HIGH-PRESSURE, COMPOUND, JET, OR SURFACE-CONDENSING ENGINES AND LOCOMOTIVE OR RETURN-TUBE STEEL BOILERS



CONSTRUCTED BY

EDWIN CLARK & CO.

CANAL IRONWORKS, BRIMSCOMBE, STROUD, GLOS., ENGLAND

Designers & Builders of all descriptions of Launches

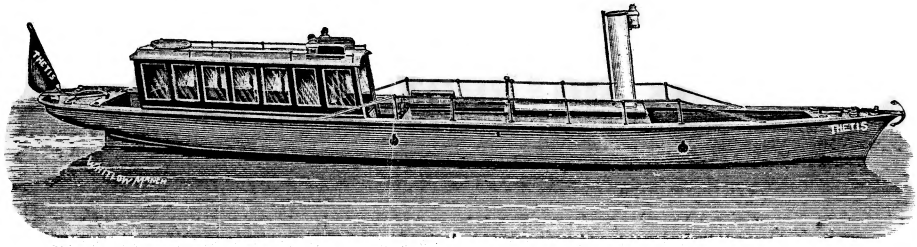
IN WOOD, COMPOSITE, STEEL, IRON, DELTA METAL, BRONZE, OR ALUMINIUM

STEEL LAUNCHES A SPECIALITY

LAUNCHES IN SECTIONS FOR TRANSPORT ABROAD
FRAMEWORK FOR THE BUILDING OF COMPOSITE LAUNCHES ABROAD
STERN WHEEL STEAMBOATS OF SPECIAL CONSTRUCTION FOR SHALLOW DRAUGHT

MAKERS OF LAUNCH MACHINERY & FITTINGS OF ALL KINDS

TELEGRAPHIC ADDRESS—HOPE BRIMSCOMBE. SPECIAL CODE WORDS ATTACHED TO LIST A B C CODE USED



FROM A PHOTOGRAPH OF A 45 ft. × 7 ft. STEEL LAUNCH.

General Specification of Steel Launches

HULLS are built of steel throughout, with bar keel or plate keel as required. In the smaller sizes the keel, stem, and stern are forged in one piece; in the larger sizes the stem and stern posts are scarphed to keel bar, which is in one length.

FRAMES are of angle steel, spaced 1 ft. 6 in. apart, with floor plate, reverse bars, stringer angle, &c., all of steel.

PLATING of best quality Siemens' mild steel, of suitable thickness, closely rivetted with special quality steel rivets; longitudinal seams lapped and single rivetted, vertical seams butt-jointed and double rivetted.

BULKHEADS are usually four in number, of same thickness as skin-plating, and are placed one each end of machinery, one forward and one aft.

BUNKERS for coal are divided off each side of boiler, with openings to stoke-hole and deck.

BEARERS for machinery are fitted to suit engine and boiler.

BILGE AND SHEER PLATE STRINGERS of ample strength are fitted to the larger sizes.

RUDDERS are of large area, strongly framed and plated, fitted with turned post and bush.

PAINTING, four coats of suitable anti-fouling composition, after careful removal of scale and rust.

WOODWORK

DECKS, COVERING BOARDS, SEATS, SEAT-BACKS, ETC., of teak, but pine can be substituted at a reduced price if desired.

CABINS are framed in teak, with sliding lights glazed with plate-glass; omnibus ventilated tops, polished brass roof hand-rails in the smaller sizes, and wrought-iron side-rails in the larger sizes. Water closets and lavatories in the larger sizes only. Cushions, saloon lamps, curtains, linoleum, &c., all fitted. Folding cabin tables if required. All furniture and fittings of brass, and all wood-work secured with brass screws.

DECK FITTINGS all of polished gun-metal, including nose-piece, chain-lead, 4 cleats or bollards, 4 fairleads, quadrant tiller, rudder bush, flagstaff socket, steering pulleys and guides, brass-mounted teak steering wheel, &c. A small winch, in the larger sizes, fitted on forward deck.

RAILS of wrought-iron, double-eyed stanchions, carrying galvanized wire rope or tube, with suitable gangway openings each side.

OUTFIT includes port, starboard, and mast-head lamps of copper, galvanized anchor and chain, ropes, hand-lines, hitcher poles, fenders, buckets, gang planks, and sundries.

The larger Launches are also supplied with anchor light, additional anchor and chain, life-buoys, and speaking tube, or telegraph to engine room.

BOILERS are constructed of steel for a high working pressure, and are of the best possible design and workmanship. For high-pressure and compound non-condensing engines we recommend the locomotive type boiler, and for condensing engines the return-tube type. All mountings are of best quality. Funnels are double cased and hinged at uptake.

PIPE CONNECTIONS all of copper, brazed to flanges. Sea valves of strong and suitable design. Injectors and ejectors all of gun-metal.

ENGINES of our standard inverted type can be high-pressure non-condensing, compound non-condensing, compound surface condensing, or jet condensing, as required. Cylinders cast in one, teak lagged, and fitted with drain cocks and sight-feed lubricator. Crank-shafts of steel, with solid eccentrics and couplings. Link-motion reversing gear, working parts of steel, bearings of best gun-metal.

PROPELLERS of gun-metal, steel or iron as required; turned shafting with solid couplings and turned pins. Stern tubes with gun-metal gland and bush. Thrust blocks of suitable dimensions.

ENGINEERS' TOOLS AND STORES for the proper working of Launches all provided

WOODEN LAUNCHES

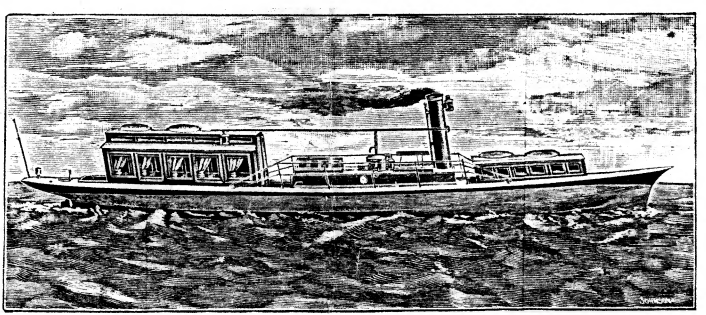
HULLS carvel built, planked with teak or pine as required. Stem and stern posts of oak. Frames and keel American elm, all fastenings of copper. Cabins, decks, and other woodwork similar in design and arrangement to that specified for steel Launches. Deck fittings, rails, outfit and machinery are also all as described in specification.

DELTA METAL, BRONZE AND ALUMINIUM LAUNCHES

HULLS are similar in design and arrangement to those constructed of steel. All woodwork of teak, with fittings and outfit of the best possible description.

Machinery can be high pressure, compound non-condensing, or compound condensing, as required.

FULL PARTICULARS AND PRICES UPON APPLICATION



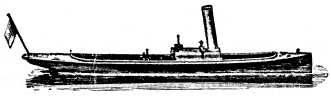
FROM A PHOTOGRAPH OF A DELTA METAL STEAM LAUNCH 45 ft. × 7 ft.

BUILT FOR THE THAMES BY EDWIN. CLARK & CO.

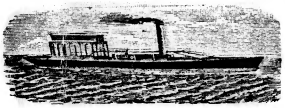
ILLUSTRATIONS AND DESCRIPTION OF VARIOUS TYPES OF LAUNCHES, BUILT BY

EDWIN CLARK & Co.

(FOR PRICES SEE SHEET B)

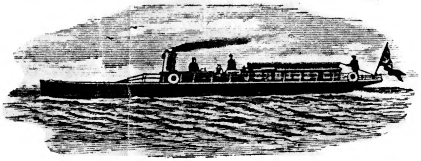


"AGNES"—length 27 ft., beam 5 ft. 6 in., depth 2 ft. 3 in., open Launch with teak seats, single engine 4 in. × 4 in. and locomotive type steel boiler. Speed 8 miles, draught 21 inches, will carry 10 to 15 persons.

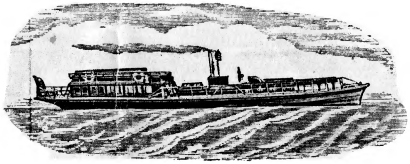


"ALCINA"—length 35 ft., beam 6 ft., depth 2 ft. 9 in., fitted with cabin aft, seats forward, double engines (high-pressure) 4 in. × 4 in., and locomotive type steel boiler. Speed 9 miles, draught 24 inches, will carry 18 to 20 passengers, with sleeping accommodation for 2.

"ALINE"—length 45 ft., beam 7 ft., depth 3 ft. 3 in., fitted with seats forward and cabin aft, with separate w.c. and lavatory. High-pressure engines, 2 cylinders, 5 in. diam. × 6 in. stroke, locomotive type steel boiler. Speed 10 miles, draught 24 inches, will carry 35 passengers, sleeping accommodation for 4.



"ATHENE"—length 70 ft., beam 10 ft. 6 in., depth 4 ft. 6 in., fitted with saloon aft 20 ft. long, w.c. and lavatory, decked forward, high-pressure engines 2 cylinders, 8 in. diam. × 9 in. stroke, locomotive type steel boiler. Speed 12 miles, draught 3 ft. 6 in., will carry 100 passengers, with sleeping accommodation for 12 to 15.



"AUGUSTA"—(twin screw) length 72 ft., beam 14 ft., depth 4 ft. 6 in. Built for carrying passengers on shallow rivers. Saloon aft 21 ft. long × 12 ft. wide, 2 w.c's., 2 lavatories and ladies' room. Cabin forward under deck for crew. Twin compound engines 7 in. and 13 in. × 8 in., return tube boiler. Speed 12 miles, draught 2 ft. 6 in. to 3 ft., will carry about 180 passengers, with sleeping accommodation for 20.

JOHN BELLows. GLOUCESTER 17/7/27