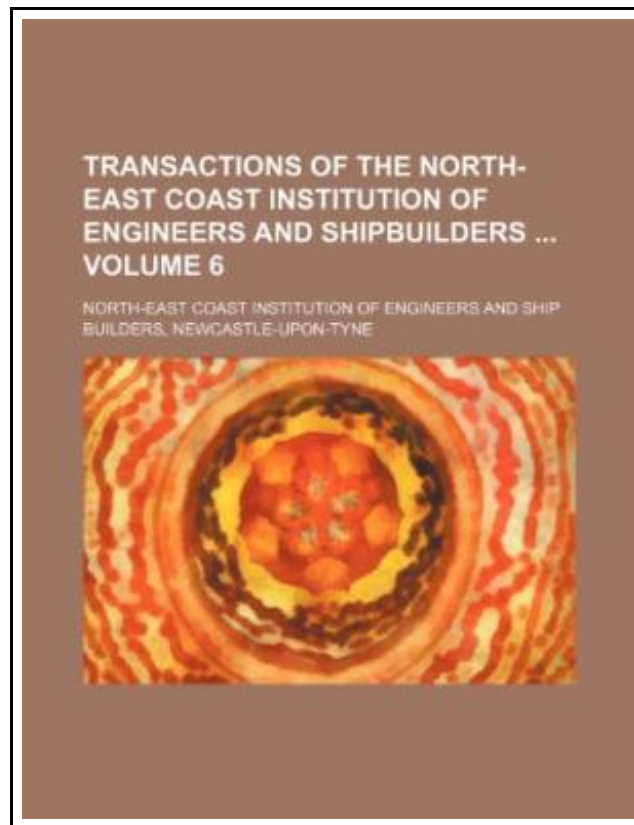


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1890 Excerpt: .engines in cargo boats, unless some means is adopted whereby the engines may be run at any desired speed, while the screw shaft still revolves at the speed best suited for the propeller. Gearing is undoubtedly the solution of the difficulty. At the first glance this would seem to be a backward step, as it is within the remembrance of many when all large screw engines were geared engines. It is not, however, a step backward, but a step forward that the writer would advise. Gearing was originally adopted because engineers did not see their way to run the engines fast enough to suit the propeller. Afterwards it was found possible, and indeed profitable, to run the engines somewhat faster, and to couple them direct to the propeller. The next step undoubtedly is to gear the engines, so that while the propeller runs slowly, comparatively speaking, and at the number of revolutions suited to it, the engines may run faster and at the revolutions considered by the designer best suited to them. This suggestion is not by any means original. It has probably been often made before. It has certainly been made, at least, once before--viz., in the little treatise by Barnaby previously mentioned. The point is this: if it is necessary or advisable to adopt high speed engines in cargo boats (and to the writer's mind it is certainly advisable, and sooner or later it will probably be necessary), the only economical way is...



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