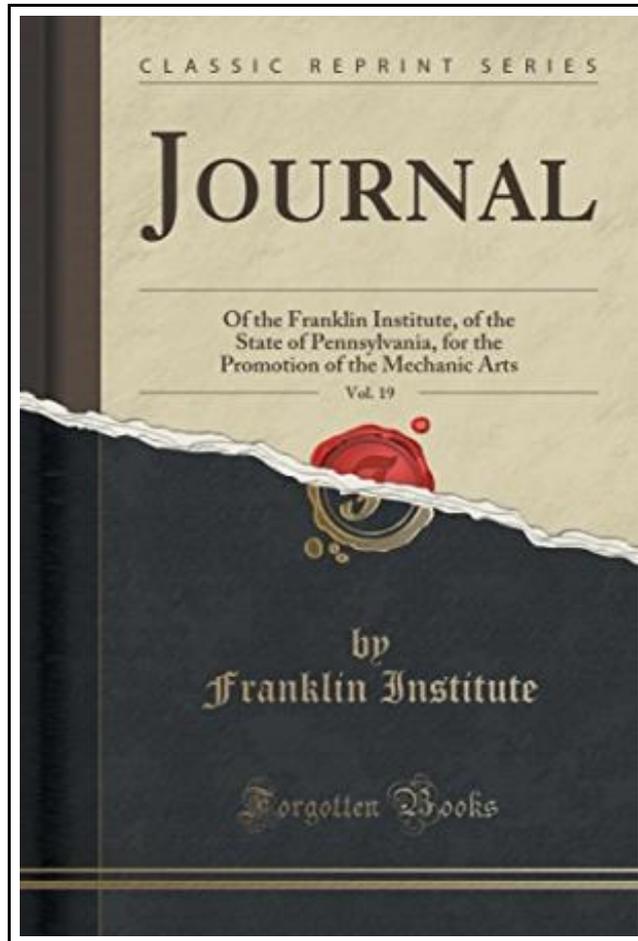


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Forgotten Books, United States, 2015. Paperback. Book Condition: New. 229 x 152 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.Excerpt from Journal, Vol. 19: Of the Franklin Institute, of the State of Pennsylvania, for the Promotion of the Mechanic Arts Fifth Trial, June 9, 1841. Immersed Float Surface reduced to 22 sq. ft. area, and reefed-up 11 inches; or reducing the diameter of the wheel 22 inches. Number of revolutions made by engines per minute, 27 1/4. Speed of vessel in statute miles per hour, 9.124. The barometer stood at from 25 to 26 inches. Which result was nearly equal to her former speed (viz. 9.174) in 1837, with rectangular floats of more than double the immersed area of the trapezium floats. Experiments with Towing as per accompanying Table. In June, 1841, the African towed the Numa transport of 323 tons, at the rate of 5 1/2 statute miles per hour. In July following, she towed H. M. steam frigate Dee, of 704 tons, and 200-horse power, 5 statute miles per hour, - which was only 16 miles per hour less than her greatest speed when propelled by her own engines, or 6.6 miles per hour. The official report, on the following page, only differs by half a mile between the towing powers of the African, with her rectangular floats, in 1837, and the trapezium floats, in 1841; so that, considering that the area of the trapezium floats was merely adapted to propelling the African simply as regarded speed, these trials could hardly be taken as the criterion of their powers as applied to towing, when the areas should have been increased expressly for that purpose. But, comparing the whole of the experiments, when tried in still water under the most favorable circumstances, and when tried in...

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