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ENGINES OF THE STEAMSHIP PARISIAN.

In our issue of April 1 we illustrated, as an example of one of the latest types of English marine engines, the powerful and compact engines built by R. Napier & Sons, Glasgow, for the steamship Parisian. This vessel is 450 feet long and 46 feet wide, and has 10,000 tons displacement.

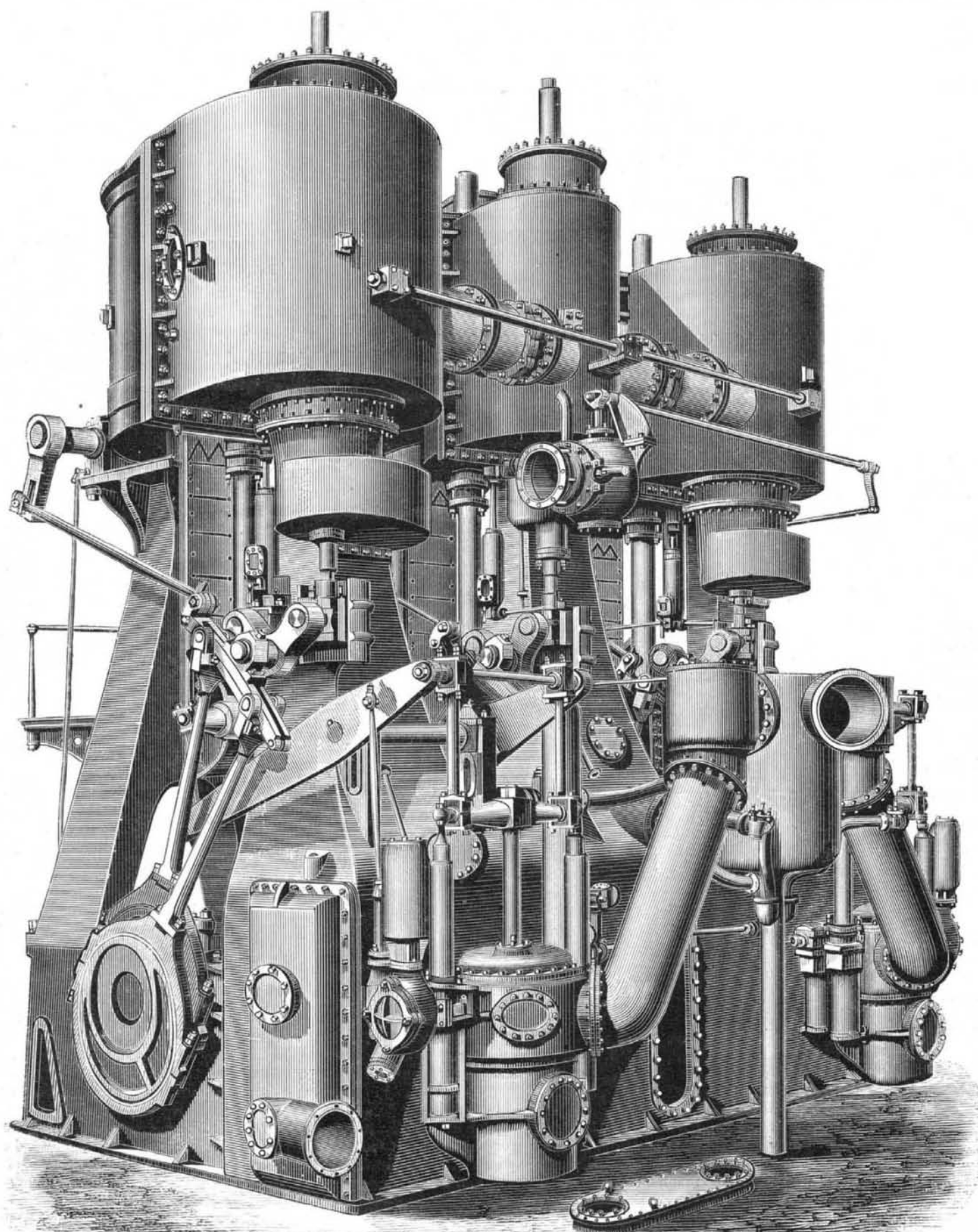
The engines are vertical compounds, of the "tandem" type; that is, with the cylinders in line with the keel. In the previous illustration only the rear of the engines was shown. The accompanying engraving represents the front, and shows the valve and pump gear.

There are three cylinders, one high pressure and two low pressure, which are 60 inches and 85 inches respectively, with 5 feet stroke of piston. The crank shaft is of steel, 20 inches diameter; the crank pins are 21 inches diameter, by the same length. Steam of 75 pounds pressure is used.

The construction and arrangement of the engines is so well shown in the engraving, that we need add but little by way of explanation. The piston valves are worked by a link motion, which is peculiar in some details, especially the rock shaft and levers which connect the link motion with the valve stems.

These engines are handled for reversing or going ahead by a single steam cylinder, which is located behind the central main cylinder, connecting directly by a rod with the reverse shaft, the arm of which is shown in the engraving, and the air pumps are worked directly from the cross head of the main engines, instead of by a separate engine.

These engines were run at 85 revolutions per minute, at which speed they indicated 6,020 horse power. This very high piston speed shows to what perfection modern workmanship has attained when it is possible for even a short time.—*Engineer.*



THE ENGINES OF THE STEAMSHIP PARISIAN.