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Modern Marine Engineering

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London, 1881

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The author's address to his readers.

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THE AUTHOR'S ADDRESS TO HIS READERS.

WHEN I commenced this work, I knew I had somewhat presumptively committed myself to a task worthy of the greatest authority on the subject. I was aware also that no *single* engineer could impart *all* the information. I therefore put myself in communication with the following firms:—Messrs. J. Penn and Son; Messrs. Maudslay, Sons, and Field; Messrs. James Watt and Co.; Messrs J. and G. Rennie; Messrs. R. Napier and Sons; Messrs. J. and W. Dudgeon; Messrs. Ravenhill and Hodgson; Messrs. Humphrys and Tennant; Mr. J. F. Spencer; and Messrs. Forrester and Co. The result is, that I have been enabled to give *bonâ fide* information, 259 woodcuts of details, and 36 coloured plates of examples in *actual* practice of the latest construction by the above firms.

For personal information I am indebted to J. Penn, Joshua Field, C. Barclay, T. B. Winter, and G. B. Rennie, Esqrs.; also my thanks are due to the leading gentlemen in their employ for their courtesy.

The "theory" and "practice," by all the leading firms, on *combustion, superheating, condensation, expansion, and propulsion*, have been put at my disposal, so that *all* that is stated on these subjects is the evidence of results.

The "engine-room fittings" have been fully explained and illustrated, also those relating to the boilers and funnels.

As the actual dimensions of the details of "engines, boilers, and propellers," are of the greatest importance to the young engineer, I have treated the subject in detail to the utmost extent.

On the *expansion* of steam and the utility of the *slide valve* for that purpose, I have endeavoured to throw some light.

The *strains* of the engine have also engaged my attention, so that the remarks and diagrams given are doubtless of relative value.

The *rules* I have given are deduced from scientific considerations, and I may add that a more complete analysis of this subject is in my "Pocket-Book of Rules," which fully agrees with the latest proportions.

The *weights* of the "engines," "boilers," "water," "coal," "propellers" "fittings," &c., in proportion to the "nominal horse power," are given in a tabular statement, which is taken from actual practice, and also the "duties of the engineers afloat" have been for the most part explained.

Before laying down my pen for the present, I may remark that throughout this work "facts" only have been introduced to demonstrate the *present* practice of the British marine engineers.

N. P. BURGH,

78, Waterloo Bridge, London.

May 1st, 1867.

