

EX. 1851. 268 C. 6  
400-A. 133

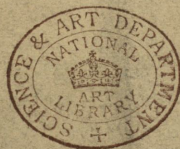
MACHINERY AND MODELS

SENT BY

MAUDSLAY, SONS, AND FIELD,

OF LAMBETH,

TO THE GREAT EXHIBITION OF 1851.





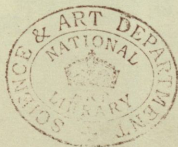
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26.11.67

MACHINERY AND MODELS

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MARSHALL, SON & FIELD

OF LAMBETH

TO THE GREAT EXHIBITION OF 1851

MACHINERY AND MODELS

EXHIBITED IN CLASS V. NO. 312

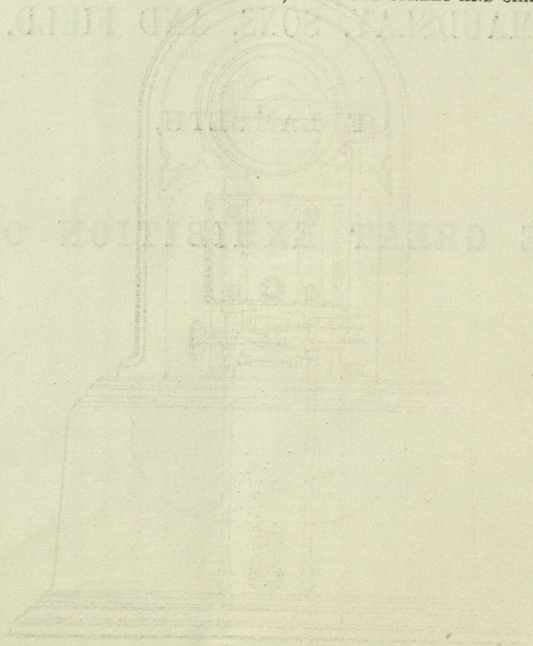
BY

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MARSHALL, SON & FIELD

OF LAMBETH

TO THE GREAT EXHIBITION OF 1851



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by an arrangement of the screw or lever

MACHINERY AND MODELS

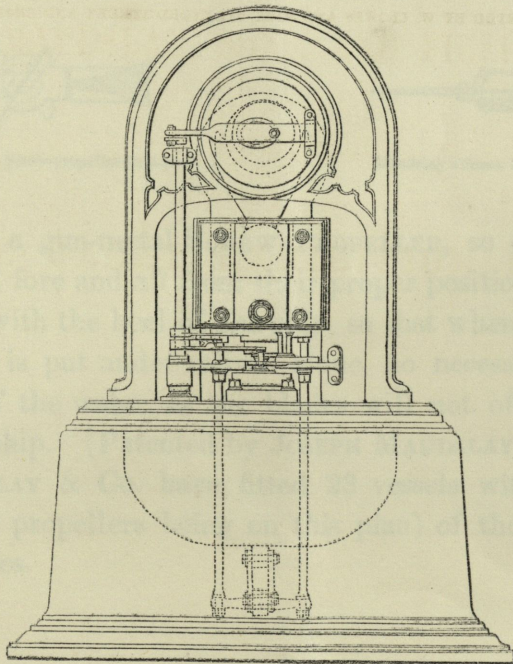
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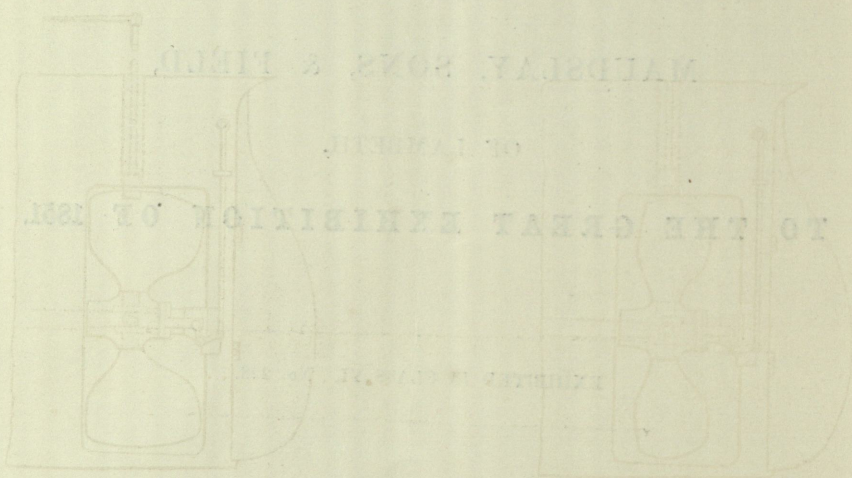
EXHIBITED IN CLASS VI. No. 228.



I. A COINING PRESS, in which the motion to give the impression is obtained by an eccentric instead of by screw or lever.

*Committee 1851*

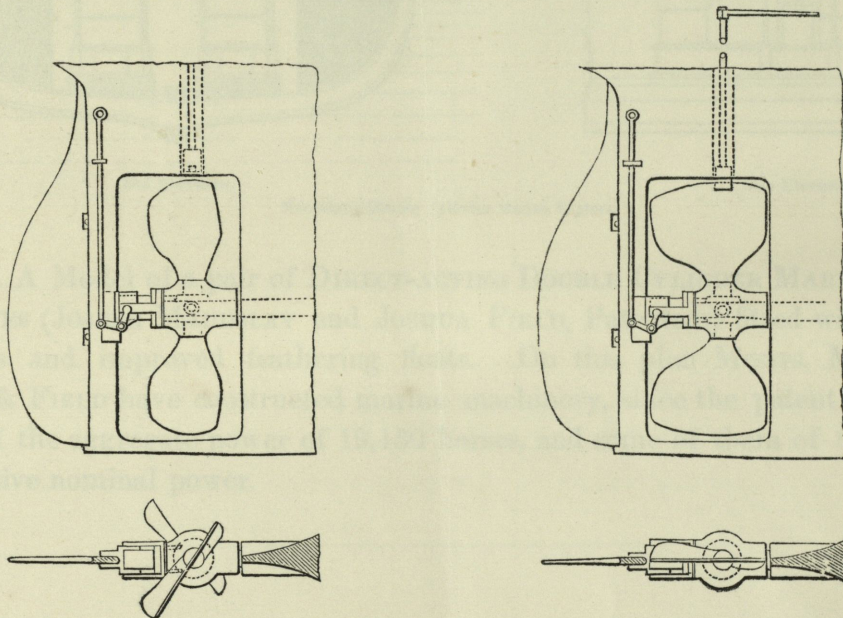
ENGINE FOR WORKING CYLINDERS DIRECT-ACTING HIGH PRESSURE STEAM  
MAGNANITY AND MODELS



3. A Model of a gun-metal Screw Propeller, so constructed that the blades can be turned fore and aft from their proper position for propelling, and thus assume a line with the lead of the screw, so that when steam power is not used, and the vessel is put under oar, there is no necessity of any extra force for taking the propeller out of the water, but the blades will not offer any resistance to the progress of the ship. (Invented by James Maganary.)  
Messrs. Maganary & Co. have fitted 33 vessels with screw machinery (some of the screw propellers being on the plan) of the collective nominal power of 4,350 horse.

4. A Compound Hoop, built with an boiler and brass, the latter lined with lead, and adapted for use in the most difficult cases. (Invented by James Maganary.)  
The steam boiler is built with an boiler and brass, the latter lined with lead, and adapted for use in the most difficult cases. (Invented by James Maganary.)

2. A small DOUBLE CYLINDER DIRECT-ACTING HIGH PRESSURE STEAM ENGINE for working the Coining Press.



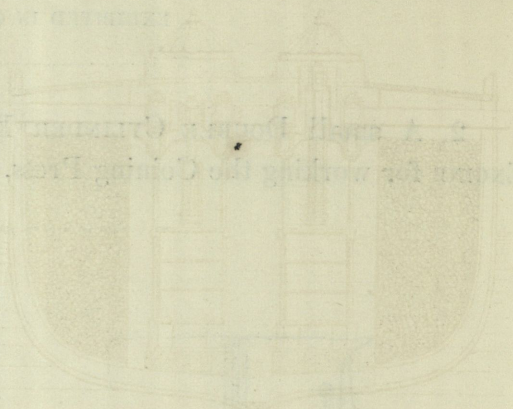
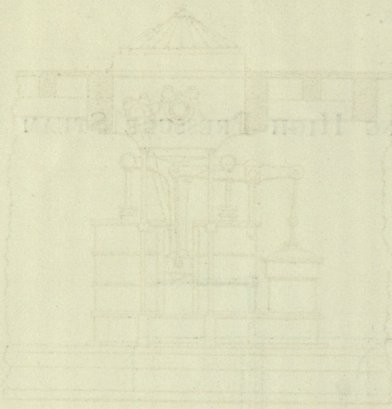
Maudslay's Patent Feathering Screw-propeller in Action.

Maudslay's Screw Propeller, out of Gear.

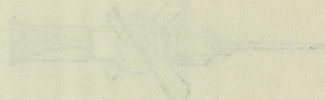
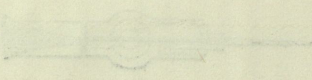
3. A Model of a gun-metal SCREW PROPELLER, so constructed that the blades can be turned fore and aft from their proper position for propelling, and thus assume a line with the keel of the ship, so that when steam power is not used, and the vessel is put under canvas alone, no necessity exists for taking the propeller out of the water, as the blades will not offer any resistance to the progress of the ship. (Patented by JOSEPH MAUDSLAY).

Messrs. MAUDSLAY & Co. have fitted 23 vessels with screw machinery (some of the screw propellers being on this plan) of the collective nominal power of 4,380 horses.

4. A CONNECTING ROD, fitted with its bolts and brasses, the latter lined with soft metal, and adapted to a pair of patent Double Cylinder Marine Steam Engines of the collective nominal power of 800 horses.



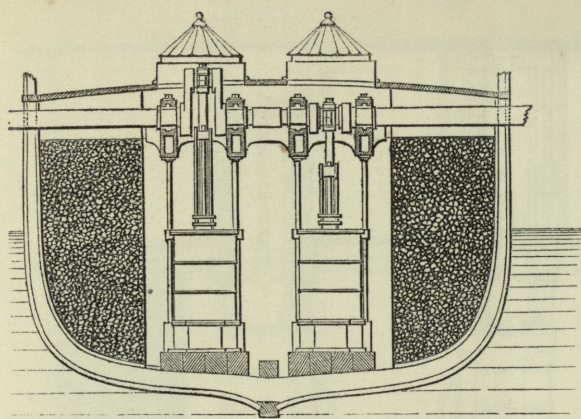
2. A Model of a part of Direct-acting Double Cylinder Marine Steam Engines (Joseph Matherly and Joshua F. Paterson) fitted with paddle wheels and improved heating flues. On this plan Messrs Matherly & Paterson's improved marine machinery, since the patent was taken out of the aggregate power of 13,130 horses and some of them of 500 horses collective nominal power.



3. A Model of a cylindrical screw propeller, so constructed that the blades are perforated fore and aft in their proper position for propelling and thus answer a two fold end of the ship, so that when steam power is not used and the vessel is under way, no necessity exists for taking the propeller out of the water, as the blades will not exert any resistance to the progress of the ship. (Patented by Joseph Matherly & Co. have five 28 vessels with screw machinery (some of the screw propellers being on this plan) of the collective nominal power of 4,250 horses.

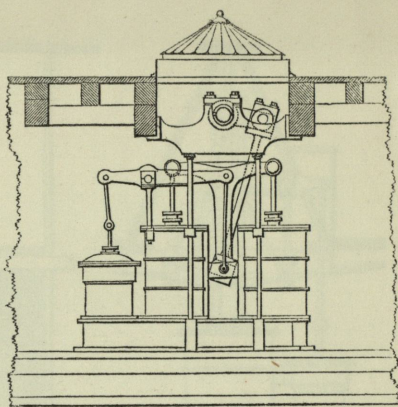
4. A Compound Horizontal Engine fitted with its boiler and flues, the latter fitted with soft metal, and adapted to a form of Patent Double Cylinder Marine Steam Engines. It has a collective nominal power of 2,100 horses.





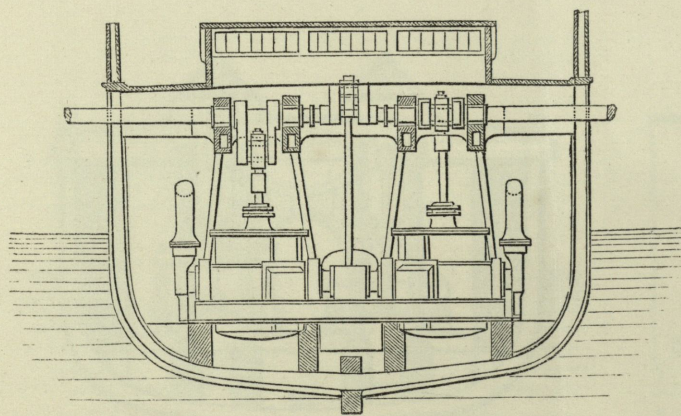
End Elevation.

Maudslay's Double Cylinder Marine Engines.



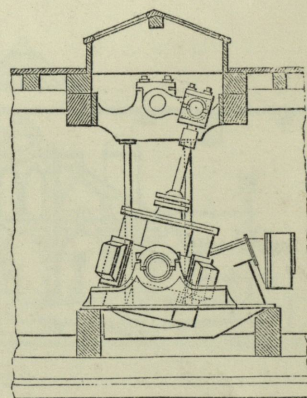
Side Elevation.

5. A Model of a pair of **DIRECT-ACTING DOUBLE CYLINDER MARINE STEAM ENGINES** (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees) fitted with paddle wheels and improved feathering floats. On this plan Messrs. MAUDSLAY, SONS, & FIELD have constructed marine machinery, since the patent was taken out, of the aggregate power of 19,130 horses, and some of them of 800 horses collective nominal power.



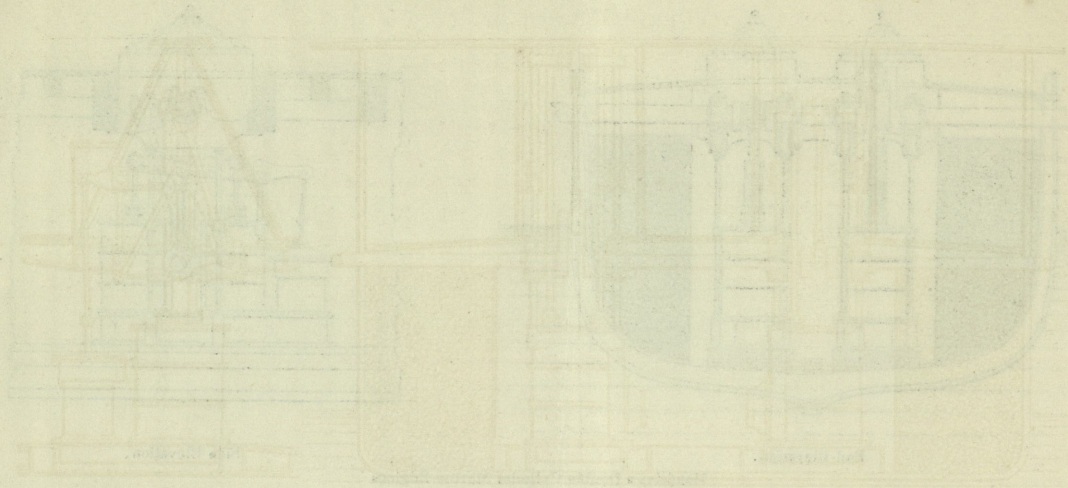
End Elevation.

Maudslay's Direct-acting Oscillating Cylinder Steam-engines.

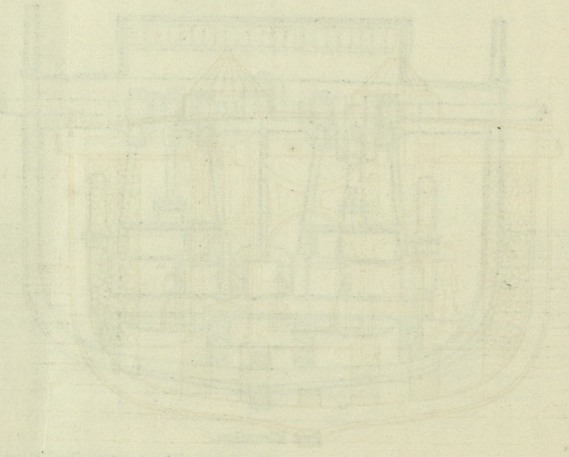
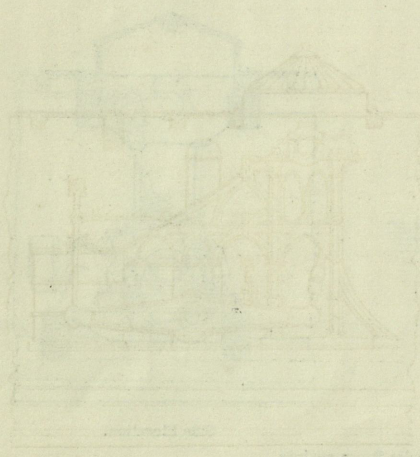


Side Elevation.

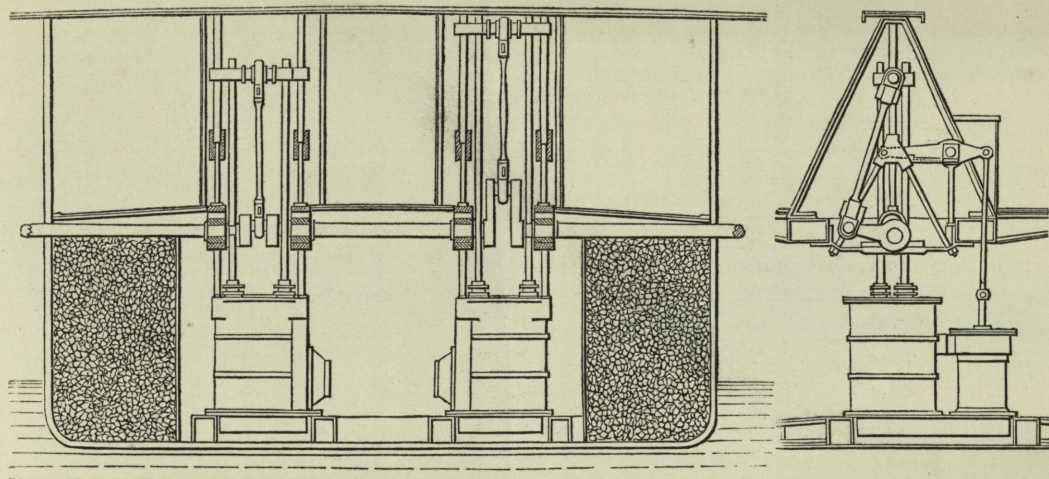
6. A Model of a pair of **DIRECT-ACTING MARINE STEAM ENGINES**, with **OSCILLATING CYLINDERS** (JOSEPH MAUDSLAY, Patentee), on which principle Messrs. MAUDSLAY & Co. have constructed engines of the aggregate nominal power of 2,100 horses.



2. A Model of a pair of Horizontal Steam Engines (Boston Marine and Locomotive Works) built with parallel shafts and horizontal cylinders, the cylinders being in line with the shafts. The aggregate power of the engines is 200 horse power.

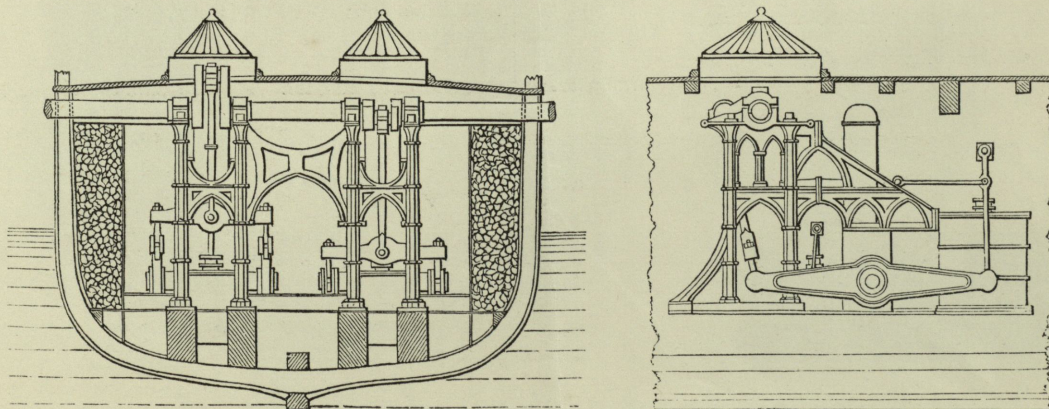


3. A Model of a pair of Vertical Steam Engines (Boston Marine and Locomotive Works) built with parallel shafts and vertical cylinders, the cylinders being in line with the shafts. The aggregate power of the engines is 200 horse power.



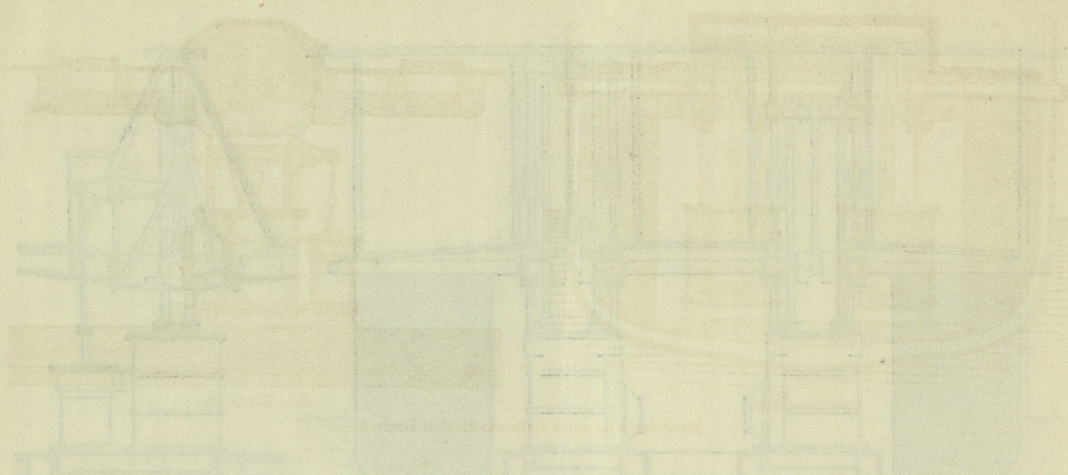
End Elevation.  
Maudslay's Double Piston-rod Engines for Shallow River Navigation.

7. A Model of a pair of **DIRECT-ACTING DOUBLE PISTON-ROD MARINE STEAM ENGINES**, peculiarly adapted to shallow river navigation (**JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees**). Messrs. MAUDSLAY, SONS, & FIELD have made engines on this plan for the Rhone, Indus, and Sutlej, of the aggregate nominal power of 545 horses.

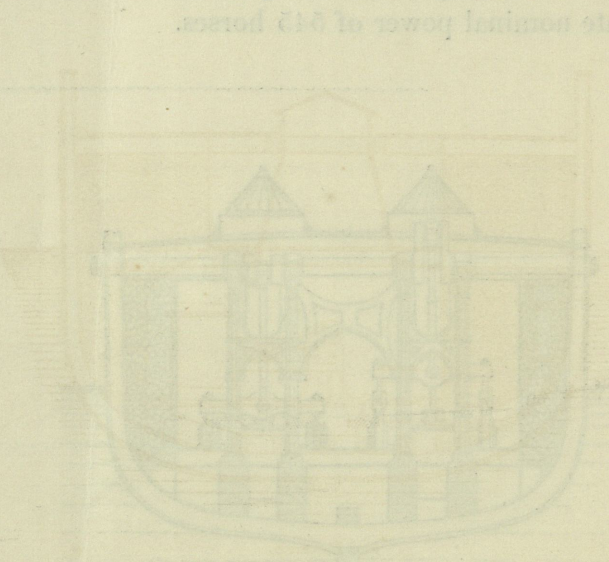
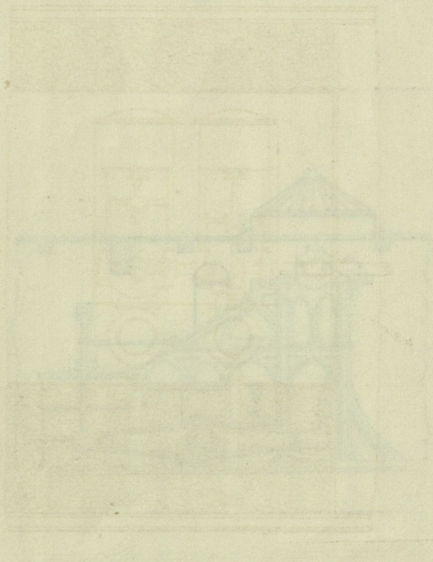


End Elevation.  
Pair of Maudslay's Marine Beam Steam engines.

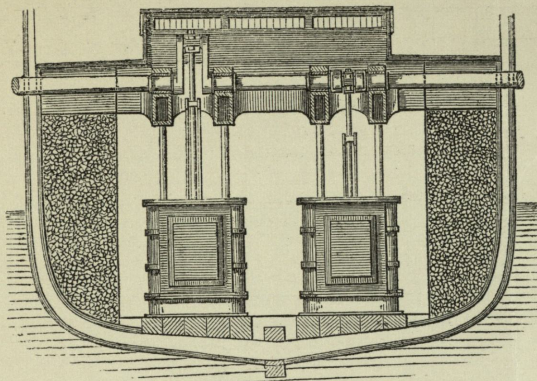
8. A Model of a pair of **MARINE BEAM STEAM ENGINES**, on which plan Messrs. MAUDSLAY & Co. have completed 103 pairs, of the aggregate nominal power of 11,358 horses.



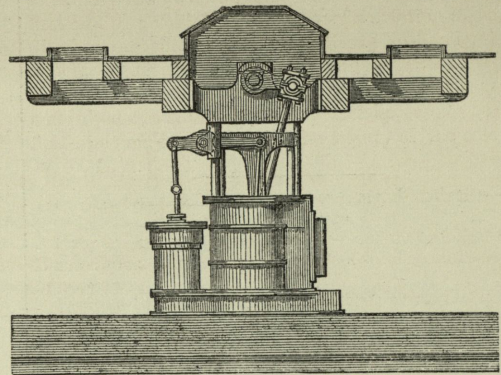
7. A Model of a pair of horizontal parallel cylinder steam  
 engines (James Watt's Patent) fitted with parallel motion  
 improved connecting rods. The engines have been fitted to some of the  
 factors of the Channel and on the granite Mass. Machinery Co.  
 A Model of a pair of horizontal parallel cylinder steam  
 engines peculiarly adapted to shallow river navigation (James  
 Watt's Patent). Mass. Machinery Co. & John  
 Hancock and John P. Johnson. Mass. Machinery Co. & John  
 Hancock made engines on this plan for the Rhone, Indus and Ganges  
 gate nominal power of 645 horses.



10. Model of a pair of horizontal parallel cylinder steam  
 engines (James Watt's Patent) fitted with parallel motion  
 improved connecting rods. The engines have been fitted to some of the  
 factors of the Channel and on the granite Mass. Machinery Co.  
 A Model of a pair of horizontal parallel cylinder steam  
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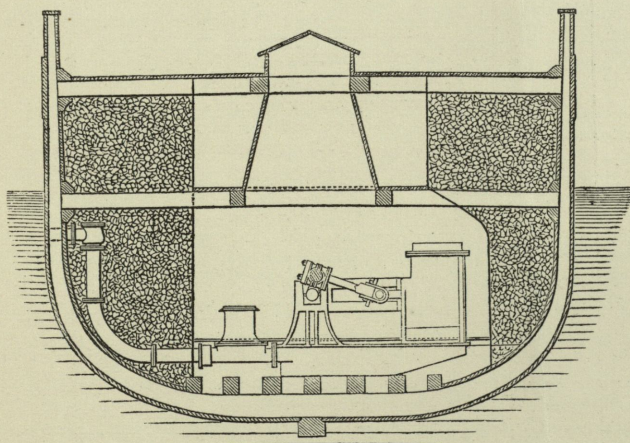
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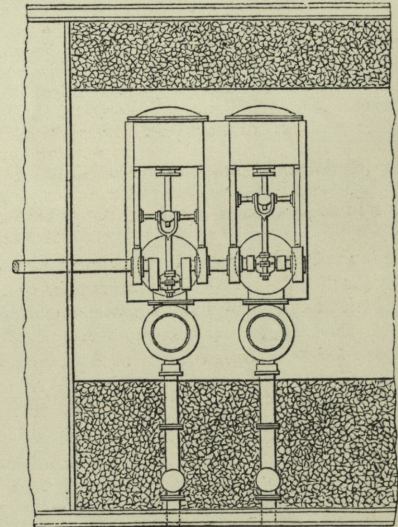
Side Elevation.

Maudslay's Annular Cylinder Marine Engines.

9. A Model of a pair of DIRECT-ACTING ANNULAR CYLINDER MARINE STEAM ENGINES (JOSEPH MAUDSLAY, Patentee) fitted with paddle wheels, and improved feathering floats. These engines have been fitted to some of the fastest Packets in the Channel, and on this principle Messrs. MAUDSLAY & Co. have manufactured 23 pairs, of the aggregate nominal power of 2,250 horses.

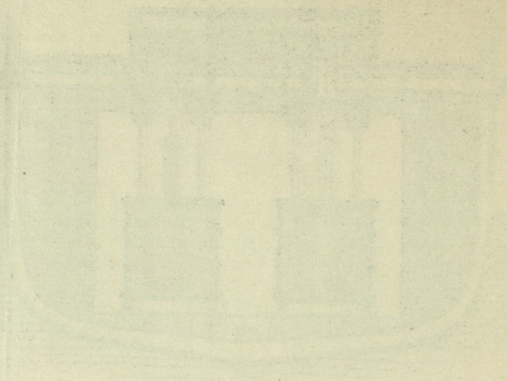
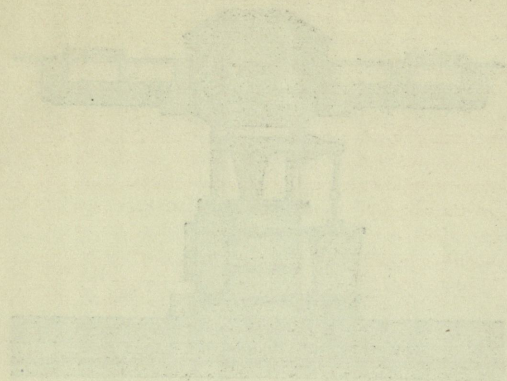


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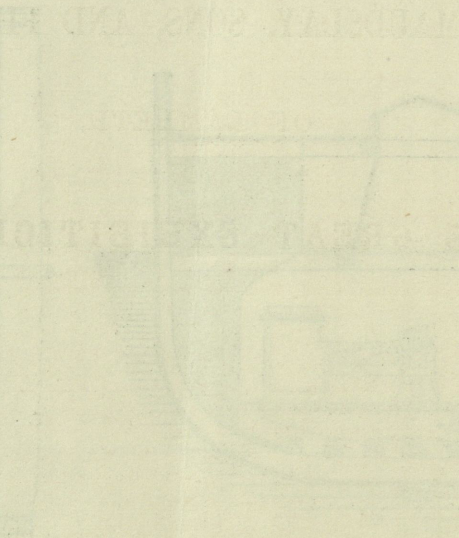
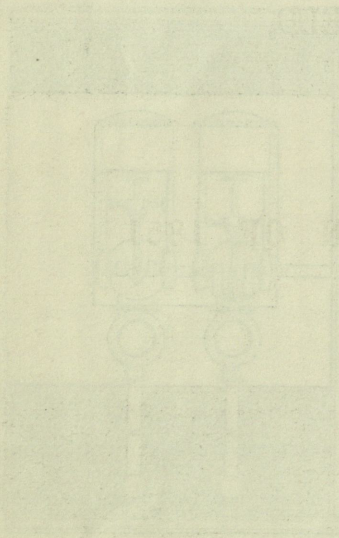


Maudslay's Horizontal Direct-acting Marine Engines for Screw-propulsion.

10. Model of a pair of HORIZONTAL CYLINDER DIRECT-ACTING MARINE STEAM ENGINES for driving a Screw Propeller, so constructed as to occupy little space, and to be altogether below the water line.



9. A Model of a pair of Direct-acting Angular Cylinder Marine Steam Engines (shown in plan) fitted with paddle wheels and improved leathering boats. These engines have been fitted to some of the best vessels in the Channel, and on this principle Messrs. Harland & Co. have constructed 22 pairs of the aggregate nominal power of 2,500 horses.



10. Model of a pair of Horizontal Cylinder Marine Steam Engines fitted with a new type of leathering boats, and to be fitted to the water line.

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