

126 Inches In Feet

Around 1870, the largest gun made by UK firms was the 320 mm RML (rifled, muzzle-loading) gun, with a mass of 38 long tons (38.6 t), firing an 818-pound (371 kg) projectile capable of piercing 16.3 inches (410 mm) of mild steel at 2,000 yards (1,800 m). This weapon was adequate for the needs of the time, but the progress of gun technology was very rapid. French industries soon made a 420 mm (17 in), 76 t (75 long tons; 84 short tons) gun. This led the Royal Navy to ask for an 81 t (80 long tons; 89 short tons) gun. 704e575f3b == Characteristics == 704e575f3b == History == 704e575f3b The only destroyer was 126.01 metres (413 feet 5 inches) long overall, had a beam of 11.20 metres (36 feet 9 inches), a draught of 4.14 metres (13 feet 7 inches), and a depth of 7.10 metres. It displaced 2,570 tonnes at standard load and 3,048 tonnes at full load. It was powered by 3 Kampon water-tube boilers... 704e575f3b Gearbox: Mack TR36 5-speed direct-top 704e575f3b

SS Inkosi (1937) The ship was salvaged, converted to a cargo ship and passed to the Ministry of War Transport (MoWT), who renamed her Empire Chivalry. As built, the ship was 414 feet 8 inches (126.39 m) long, with a beam of 56 feet 0 inches (17. was launched in 1937, and completed in June 1937. 07 m) and Inkosi was a 6,618 GRT refrigerated cargo liner which was built by Swan, Hunter & Wigham Richardson Ltd, Newcastle upon Tyne for the Ministry of War Transport (MoWT). She served until 1958, when she was scrapped. In 1946 she was sold and renamed Planter. She was hired by the Royal Navy in 1940 for use as an ocean boarding vessel, but was sunk in an air raid before she could be used for this purpose 704e575f3b

== Description == 704e575f3b == Origins == 704e575f3b Although there had been a windmill in Upminster since at least 1768, this mill was built for James Nokes of Hunt's Farm in Corbets Tey Road in 1803 on land transferred from Bridge House Farm which was owned by his brother William. It had four Common sails and drove three pairs of millstones. A steam engine was added early in 1811 driving two pairs of millstones, an action which increased the rateable value of the mill from £30 to £77. A fourth pair of millstones was added to the mill. James Nokes died in 1838 and the mill passed to his son Thomas. A fifth pair of millstones had been added by 1849 when Thomas Nokes was bankrupt. By 1856 the mill was driving six pairs of millstones by wind and steam. Thomas Abraham purchased the mill in 1857, having previously been in the employ of Nokes at both West Thurrock windmill and... 704e575f3b They were a lengthened version of the Yūgumo-class destroyer. These destroyers carried the most torpedo tubes out of any destroyer in the war, but no torpedo reloads were carried. Such a payload of torpedoes could have sunk a heavily armoured battleship in one go. A potent destroyer, they came too late in the war to do anything that could have changed the situation. 704e575f3b The ship was propelled by a quadruple expansion steam engine, which had cylinders of 28 inches (71 cm), 41+1/2 inches (105 cm), 59 inches (150 cm) and 84 inches (210 cm) diameter by 54 inches (140 cm) stroke. The engine was built by Wallsend Slipway & Engine Co, Wallsend. 704e575f3b == Technical data == 704e575f3b == Design == 704e575f3b

Super Shimakaze-class destroyer However, the project was cancelled with none of the proposed

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ships being completed, because the IJN was heavily crippled at Midway in June 1942. 20 metres (36 feet 9 inches), a draught of 4. The intention was to develop a mass-production destroyer based on the experimental destroyer Shimakaze. The IJN Fleet Command gave them the project number V6. 14 metres (13 feet 7 inches), and The Super Shimakaze-class destroyers (超龍鳳型駆逐艦, Chō-Shimakaze gata kuchiku-kan) were a projected class of destroyer of the Imperial Japanese Navy (IJN), developed during the Second World War. 01 metres (413 feet 5 inches) long overall, had a beam of 11. destroyer was 126 704e575f3b

As built, the ship was 414 feet 8 inches (126.39 m) long, with a beam of 56 feet 0 inches (17.07 m) and a depth of 27 feet 0 inches (8.23 m). She had a GRT of 6,618 and a NRT of 4.055. 704e575f3b

PS Washington Irving 4 m) molded beam, 14 feet 2 inches (4. 3 m) depth PS Washington Irving was a 4,000-short-ton (3,600 t) sidewheel day boat and the flagship of the Hudson River Day Line that operated on the Hudson River from 1913 to 1926. measured 416 feet 6 inches (126. 9 m) length overall, 86 feet 6 inches (26. 4 m) beam over all, 44 feet (13 704e575f3b

Naval architect Frank E. Kirby, designer of large Great Lakes passenger steamers, collaborated with the New York City firm J. W. Millard... 704e575f3b The ship was built by Swan, Hunter & Wigham Richardson Ltd, Newcastle upon Tyne. She was launched in 1937, and completed in June 1937. 704e575f3b

Messing Maypole Mill 42 m) at curb level. 38 m) diameter at base level, decreasing to 14 feet 6 inches (4. 27 feet 6 inches (8. Prior to boundary changes made when the civil parish of Tiptree was established in 1934, the mill was in the parish of Tolleshunt Knights. Height of the tower is 42 feet 6 inches (12 Messing Maypole Mill is a grade II listed Tower mill at Tiptree, Essex, England which has been converted to a residence 704e575f3b

Wheelbase: 14 feet 9 inches (4.50 m)Tires 9.75-22 (NM-1, -2, -3 Lee commercial with highway tread) 704e575f3b Inkosi had 11,030 cubic feet (312 m3) of refrigerated... 704e575f3b The Washington Irving collided with an oil barge in the fog on 1 June 1926 on the North River. With the aid of tugboats, it reached shore at Pier 12, Jersey City, where it sank soon thereafter. Out of 200 passengers and 105 crew, three died as a result of the accident. 704e575f3b The quadruple-decker Washington Irving, named after the author Washington Irving, was built in 1912 by the New York Shipbuilding Company for contract number 126 with machinery built by W. & A. Fletcher Company of Hoboken, New Jersey. The ship was launched 7 December 1912 and delivered 3 May 1913 for use in the New York City-Albany service. 704e575f3b Its removal was complicated due to its sinking upon the site of the Holland Tunnel, which was under construction. It remained submerged there until 13 February 1927, when it was raised and determined to be a total loss. A bond was issued for its replacement. 704e575f3b

Mack NM 6-ton 6x6 truck 44 m) wide * 9 feet 11 inches (3. It debuted as a prime mover in 1940, and was used for towing AA guns, and ammunition. 6 L) The Mack NM 6-ton 6x6 truck, officially "Prime Mover Cargo truck (G-535)", was Mack's first military 6x6. 02 m) tall Weight: 21,750 lb (9,870 kg) Engine: Mack EY 707 cu in (11. * 23 feet 4 inches (7. 11 m) long * 8 feet (2. Gun crews rode in its

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canvas covered bed. The NM's enclosed cab came from the commercial L-model. Many NM's were used by the British as recovery vehicles 704e575f3b

== Description == 704e575f3b

Upminster Windmill 33 m) by 16 feet 10 inches (5. cap is 17 feet 6 inches (5. 13 m) in plan and 8 feet 9 inches (2. The main sheer beams are 12 inches (300 mm) square Upminster Windmill is a Grade II* listed smock mill located in Upminster in the London Borough of Havering, England. 67 m) high. It was formerly known as Abraham's Mill and was in Essex when built. Between 2016 and 2023 the mill was restored to working order and a visitor centre was constructed. The mill and visitor centre are open to the public at selected times 704e575f3b

USCGC Agassiz USCGC Agassiz (WSC-126) was the second of 35 ships in the Active class, designed to serve as a "mother ship" in support of Prohibition against USCGC Agassiz (WSC-126) later WMEC-126, was a steel hulled, single screw Active-class patrol boat of the United States Coast Guard which served between 1927 and 1969. and 1969 704e575f3b

The ship was built by C Connell & Co Ltd, Scotstoun. She was yard number 437. Launched on 4 April 1942, she was completed on 25 May 1942. 704e575f3b She was built by the American Brown Boveri Electric Corporation of Camden, New Jersey at a cost of \$63,163. The cutter was laid down on 24 July 1926 as yard number 321 and launched on 30 November 1926 from slipway L. The ship was commissioned on 12 January 1927. Like the rest of her class, she was 125 feet (38 m) long, had a 22-foot-6-inch (6.86 m) beam and a 7-foot-6-inch (2.29 m) draft. A single 3-inch (76 mm) gun was mounted as the offensive weapon as launch. 704e575f3b == Design == 704e575f3b For surface running, the S-18-class were powered by two 600-brake-horsepower (447 kW) NELSECO diesel engines, each driving one propeller shaft. When submerged each propeller was driven by a 1,175-horsepower (876 kW) Ridgway Dynamo & Engine Company electric motor. They could reach 14.5 knots (26.9 km/h; 16.7 mph) on the surface... 704e575f3b == General characteristics == 704e575f3b == History == 704e575f3b

SS Empire Bowman One of her crew was awarded an Albert Medal for his actions in the sinking. engine which had cylinders of 24+1/2 inches (62 cm), 39 inches (99 cm) and 70 inches (180 cm) bore by 48 inches (120 cm) stroke. Completed in May 1942, she served until 30 March 1943 when she was torpedoed and sunk by U-404. The engine was built Empire Bowman was a 7,030 GRT cargo ship built in 1942 for the Ministry of War Transport (MoWT) 704e575f3b

Engine: Mack EY 707 cu in (11.6 L) ohv inline 6 cyl. gasoline engine with 170 hp (130 kW) at 2100. 704e575f3b Overall Dimensions:* 23 feet 4 inches (7.11 m) long* 8 feet (2.44 m) wide* 9 feet 11 inches (3.02 m) tallWeight: 21,750 lb (9,870 kg) 704e575f3b The S-18-class had a length of 219 feet 3 inches (66.8 m) overall, a beam of 20 ft 8 in (6.3 m), and a mean draft of 17 ft 3 in (5.3 m). They displaced 930 long tons (940 t) on the surface and 1,094 long tons (1,112 t) submerged. All S-class submarines had a crew of 4 officers and 34 enlisted men, when first commissioned. They had a diving depth of 200 ft (61.0 m). 704e575f3b The ship was 431 feet 3 inches (131.45 m) long, with a beam of 56 feet 3 inches (17.15 m) and a depth of 35 feet 2 inches (10.72 m). She was propelled by a

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triple expansion steam engine which had cylinders of 24+1/2 inches (62 cm), 39 inches (99 cm) and 70 inches (180 cm) bore by 48 inches (120 cm) stroke. The engine was built by Barclay, Curle & Co Ltd, Glasgow. 704e575f3b Armstrong, the main British artillery producer, began a project for creation of an even larger weapon, an 18 in (460 mm) gun, also called the '100 ton'. Armstrong offered it to the Royal... 704e575f3b Transfer Case: Timken-Detroit 2-speed T77 with 2.55 low 704e575f3b

USS S-21 In 1928, she made the first gravimetric measurements ever made aboard a US ship at sea. 8 m) overall, a beam of 20 ft 8 in (6. She was transferred to the Royal Navy as P. 553 from 1942 to 1944. 3 m). Prior to World War II, she operated in the Atlantic Ocean, Caribbean Sea, and Pacific Ocean, and after the United States entered the war, she operated off Panama. They displaced 930 long USS S-21 (SS-126) was an S-18-class submarine, also referred to as an S-1-class or "Holland"-type, of the United States Navy, in commission from 1921 to 1922 and from 1923 to 1942. S-18-class had a length of 219 feet 3 inches (66. 3 m), and a mean draft of 17 ft 3 in (5 704e575f3b

100-ton gun 5 calibers. 30 m) long, or 21. The 15 guns Armstrong made were used to arm two Italian battleships and, to counter these, British fortifications at Malta and Gibraltar. 72-inch (450 mm) rifled muzzle-loading (RML) gun made by Elswick Ordnance Company, the armaments division of the British manufacturing company Armstrong Whitworth, owned by William Armstrong. It is a 17. 29 in (740 mm) at the muzzle. The rifling consisted of 27 grooves of 1/8-inch depth The 100-ton gun (also known as the Armstrong 100-ton gun) was a British coastal defense gun and is the world's largest black powder cannon. The length of bore was 30 feet 6 inches (9 704e575f3b

Messing Maypole Mill was built in 1775 by Colchester millwright John Mathett at a cost of £315 excluding the brickwork. Matchett also rebuilt a post mill which stood some 190 yards (170 m) south west of the tower mill (TL 894 167) and sum of £315 may include that work. Matchett owned the mill until it was purchased by miller Thomas Green in 1797. The mill passed to Edward Harvey on Green's death in 1806. Harvey died in 1829 and in 1829 the mill was purchased by miller James Peake. Peake was declared bankrupt in 1845 and the mill sold by his assignees. George Ransom was the next miller, and he introduced steam power. After the death of Ransom in 1884 the mill was run by his widow for a few years and then by Henry Cattermole. In 1890, the Colchester millwright Bryant replaced the old wooden windshaft with the cast iron windshaft from the annular sailed mill at Roxwell. Bryant may have added the fantail at this time... 704e575f3b USCGC Agassiz (WSC-126) was the second of 35 ships in the Active class, designed to serve as a "mother ship" in support of Prohibition against bootleggers and smugglers along the coasts. These ships would shadow and pursue large smuggling vessels away from American shores. They were meant to be able to stay at sea for long periods of time in any kinds of weather, and were able to expand berthing space via hammocks of the need arises, such as if a large amount of survivors were on board. 704e575f3b Agassiz was named for Jean Louis Rodolphe Agassiz, a paleontologist... 704e575f3b

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