

Lloyd's Register of British & Foreign Shipping,  
LONDON.

REC'D 22 OCT. 1903

ANSR 22

53, Waring Street,

Belfast 21<sup>st</sup> October 1903

The Secretary  
Sir

With reference to your  
letter of the 20<sup>th</sup> inst. regarding the  
Greenwich Report N<sup>o</sup> 2739 on  
the machinery of the S.S. Puffin  
I beg to inform you that the sizes  
of the cylinders as given in the Report  
are correct.

The owners, after considerable  
correspondence regarding the require-  
ments of the Committee to entitle the  
machinery to have record of L.M.C.  
— of which they were kept fully  
informed, decided not to carry out  
the alterations required.

They decided to abandon the  
idea of obtaining the L.M.C. but  
asked us, in order to save time, on  
the occasion of my last visit, to  
set the safety valves adjusted to their

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original working pressure of 90 lbs.  
and to put the case before the  
Committee, on its merits, as one  
which would come under Par 72  
Page 44, in the Rules, for record  
"B + MS": which, though less valuable  
commercially considered than  
the record L.M.C. might suit in  
this instance.

As this was not specifically  
mentioned in our Report, I respectfully  
ask to be informed before  
communicating with the owner, whether  
the Committee might not be prepared  
to consider the case in this aspect.

I am, Sir

Yours obedient servant  
R. J. Pennington  
(for the owner)



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Lloyd's Register  
Foundation

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Referred to the Chief Engineer Surveyor

22 OCT 1903

To Buffalo (Ans)

It is submitted that the Surveyor be informed  
that in questions involving strengths & scantlings  
no difference can be approved of between vessels  
eligible for L.M.C. or for B. & M.S. ~~As stated in the Rules~~

The Notification B. & M.S. is used where the arrangements of sea cocks is not  
strictly in accordance with the Rules & not where strengths are deficient. It  
is much regretted that in view of the clear statements in the letters sent from  
the office on this subject, that the Surveyor did not make it clear to the owner  
that with the rings of cylinders as actually fitted the greatest working pressure  
which could be approved of was 70 lbs per sq inch. Unless the pressure is  
reduced from to this pressure amount the vessel will not be eligible for classification  
in the Society's Register Book.

If the Owners decide to make the reduction & if the vessel is still at Queenstown  
Mr Dove could see the safety valves properly readjusted  
S.M. L. to Bel.