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Lloyd's Register of British  
and Foreign Shipping.

2. White Lion Court, Cornhill. E.C.

Sept. 19<sup>th</sup> 1846.

Recd 20/9/46

B. Weymouth Esq,  
Sir,

In accordance with  
the request of the Barrow Shipbuilding  
Company I attended a trial at  
sea of the "Howard" Patent Safety  
Marine Boiler, fitted to the S. S.  
"Howard" N<sup>o</sup> 564 in the Register  
Book and classed 90 A 1.

It will be remembered that  
the extreme novelty and great  
danger of these Boilers have on  
various occasions been reported  
to the Committee; also that a  
trial of 48 hours at sea was  
made in April 1845, which  
limited trial appeared to be  
satisfactory, but serious doubts  
were expressed as to these boilers  
remaining permanently efficient  
on long voyages. In order to  
further test the efficiency of the  
Boilers the Committee decided to  
grant the vessel a class, and to



give

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give a machinery certificate for a limited period of three months, on the condition that the vessel only made short trips between Glasgow and Barrow, and that the Boilers were subjected to an examination by the Society's Engineer Surveyors at either of these Ports as often as was found necessary.

The Owners of the vessel would not accept her under these conditions, and she was laid up until a lengthened trial had been made with a pair of Boilers on the same principle then being fitted to the Steam Yacht "Red Rose". It was found that after this vessel had been at sea about 7 or 8 days, the conical faced joints in the furnaces and tube plates gave way by opening out, filling the stokehold and Engine room with steam, and rendering the machinery useless. In consequence of this failure the Barrow Shipbuilding Company modified the design of the Boilers in the "Howard". Drawings of the alterations were forwarded for the Committee's approval, and the Company were informed that these alterations could only be looked upon as attempts to remedy the defects in the original Boilers, and upon their success depended



depended the safety, and consequently the character of the ship.

The vessel sailed from Barrow on Monday the 11<sup>th</sup> inst for a trial of 48 hours continuous steaming, the pressure to be maintained at not less than 115 lbs. On the following morning while off the Mull of Galloway a feed valve blew out of the centre boiler, filling the stokehold and Engine Room with hot water and steam, totally disabling the machinery for a period of about 5 hours. The feed valve chest was temporarily secured and the vessel was slowly steamed into Douglas, Isle of Man. The Boiler was there examined and tested by water pressure, and the feed valve repaired. It was then decided to continue the Trial on the following morning. Steam was raised to 110 lbs but after the vessel had been under way only a short time the conical joint of the Back Lube Plate in the Central Boiler gave way, filling the stokehold with steam in a few seconds and stopping the engines and completely disabling the vessel. She was taken back to Douglas Harbour. The Boilers cooled and again examined; it was found that the conical joints of the other two Boilers



Boilers were showing symptoms of failure also.

This proved beyond a doubt that the principle of these joints, upon which the whole safety and efficiency of the Boilers depends, was a complete failure (as predicted in my reports of March 22<sup>nd</sup> and April 26<sup>th</sup> 1845). The boilers are unsafe, and render any vessel fitted with them unseaworthy, and I respectfully submit for the Committee's consideration that this vessel's character should be expunged from the Register Book altogether.

Had she been allowed to go to sea without this trial and the failure occurred during bad weather she would most certainly have foundered, as the Steamers *Marc Antony* and *Fairy Bell* did before.

I am

Sir,

your obedient servant  
William Parker



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