

Patent Safety Boiler of S.S. "Howard".

As pointed out in my first report on this boiler, and proved on the trial of a similar boiler of the S. Y. "Red Rose" there was a deficiency of circulation over the furnace crowns. The holes cut in the shell for the connecting pieces weakened it to a considerable extent, and the conical joints of the furnaces and tube plates, on which the cleaning of these boilers depends, proved to be great sources of danger, and failed in their object. The boiler was taken out of this vessel and condemned.

With a view to remedying these evils in the boiler of the Howard, the Barrow Shipbuilding Company have made the furnaces smaller to give more space over the crowns, and have introduced an additional neck piece to improve the circulation. They have strengthened the shell at the connecting pieces by the introduction of $2\frac{1}{4}$ inch stays and have replaced the conical joints of the furnaces by riveted ones, but have left the joint of the tube plate as before.

As before reported, the design of this boiler is altogether bad, and its name of "Safety" is misleading. These alterations can only be looked upon as experiments, the safety or otherwise of which must be proved by experience of a lengthened trial at sea.

It will be remembered that this boiler gave very fair results on a trial of 48 hours steaming, but the lengthened trial at sea in the case of the S. Y. "Red Rose" shewed that

it was altogether unsafe, it being by mere chance only that the attendants were not on two different occasions scalded to death.

It is submitted that Mr Bath has informed that the alterations shewn in the tracing he forwarded have been considered but they are looked upon only as attempts to remedy the defects of the original boiler, upon the success of which depends the safety of the boiler, and consequently the character of the ship.

William Parker-
19/8/76



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