



LLOYD'S REGISTER OF SHIPPING

48, Market Street, Aberdeen

Telephone No. 20141

2nd December, 1965.

Reference

ENG.

Confidential

Rev 4/2/65

Dear Sir,

S/T "ISERNIA"

My final enquiries regarding the fire in the above ship, now at Peterhead, has produced the following.

Fire broke out in the stokehold whilst tube blowing was taking place with the oil burners still in operation.

Sparks from the leaky smoke box doors set off some dirt or oil in the stokehold in the vicinity of the gas oil tank. The gas oil tank was found intact after the fire, so no leaks or feeding of the fire took place from this source.

All remote controls and steam extinguisher worked, but the fire once started, was fed with air through no closing appliances being fitted at the base of the funnel, between funnel and outer casing.

The presence of a large quantity of oil in the stokehold and engine room, after the fire was extinguished, was accounted for by the fact that, transferring of oil had been going on when the fire started and the valve, though fitted with a workable extended spindle, was never closed.

Whilst entering Peterhead Harbour as a dead ship, in tow, she grounded and the grounding caused the valve to fracture.

I understand that the vessel is being towed as a dead ship to Grimsby on Friday 3rd December, where her future will be considered.

At no time have we ^{been} called upon to attend.

Yours faithfully,

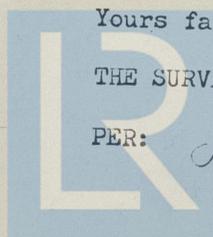
THE SURVEYORS.

PER:

J. Datta

The Secretary,

LONDON.



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Lloyd's Register
Foundation

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