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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

12th March, 1937.

Dear Sirs,

S. With reference to the recent correspondence between us respecting your steamer "KINGSWOOD", I beg to inform you that I am to-day in receipt of two letters, per Air Mail, from Mr. McCowan on the case.

From the first letter, dated 24th ultimo, it appears that the tender of Messrs. Robison Bros. of Melbourne for the temporary repairs including the repair of the collision bulkhead was the most favourable, and was accordingly accepted, and work was to start on the 2nd instant. Mr. McCowan adds that subsequent advice had been received from your Agents at Adelaide regarding certain requirements of the towage Contractors, such as removal of propeller, etc., and that he is in communication with the Society's Surveyors at Adelaide and Port Pirie on the subject.

In the second letter, dated 26th ultimo, Mr. McCowan states, in reply to an enquiry which had been made of him regarding the condition of the auxiliary boiler tubes that the plain tubes appear to have been renewed since the vessel was built but that a number

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"KINGSWOOD" - 2

of the (original) stay tubes were in somewhat wasted condition, the screw threads at their ends, however, and also the screw threads in the tube plates being good.

Mr. McCowan has been informed by the Chief Engineer Surveyor to the Commonwealth Navigation Department that no formal enquiry will be held by him as to the cause of the explosion, as there were no casualties, and that as the vessel is a British registered ship the matter will be left to the Board of Trade. Mr. McCowan adds that he has instructed the Society's Surveyors at Adelaide and Port Pirie that the auxiliary boiler and all parts that can be collected are to be carefully stowed together, so that the matter can be dealt with on arrival at a home port.

I am, Dear Sirs,

Yours faithfully,

Clerk to the
Classification Committee.

Messrs. Joseph Constantine Steamship Line Ltd.,
Maritime Buildings,
MIDDLESBROUGH.



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