

# Lloyd's Register of Shipping.

4 BRIDGE STREET.

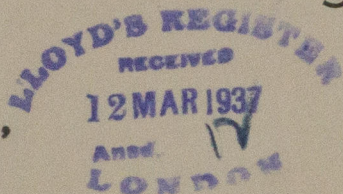
MAIL

SYDNEY, 26th February 1937.

N.S.W.

Secretary,  
LONDON.

Sir,



I have to acknowledge the receipt of your Air Mail of 11th instant with reference to the steamer "KINGSWOOD".

In reply to your enquiry regarding the condition of auxiliary boiler tubes I have to state that the plain tubes to have been renewed since the vessel was built but that some of the (original) stay tubes were in somewhat wasted condition, the screw threads at their ends, however, and also the threads in the tube plates were good.

I have been advised by the Chief Engineer Surveyor to the Commonwealth Navigation Department that no formal enquiry is held by him as to the cause of the explosion, that, as there are no casualties and as the vessel is a British registered ship, the matter will be left to the Board of Trade.

I have instructed the Society's Surveyors at Adelaide Port Pirie that the auxiliary boiler and all parts that can be affected are to be carefully stowed together so that the matter can be dealt with on arrival at a Home Port.

It is noted that, as desired by the Owners, the vessel can be allowed to proceed in tow to a U.K. Port with some non-hazardous cargo.

It is assumed that the amount to be carried has been agreed with and agreed to by the Towage Contractors.

It is also assumed that in issuing the contemplated Certificate it will be recommended that the vessel's class be suspended until arrival at a Home Port, but I would be glad to give you my advice on this. (by air-mail).

I am, Dear Sir,

Yours faithfully.

© 2020

Lloyd's Register

Foundation

W249



Referred to the Chief ~~Ship~~ Surveyor.  
Referred to the Chief Engineer Surveyor

*R.S.*

12 MAR 1937  
also for Mr. Spinks to note.

REQUESTING EARLY REPLY.

*he*



© 2020

Lloyd's Register  
Foundation