

Lloyd's Register of Shipping,

4 BRIDGE STREET,

SYDNEY, 19th January, 1937.

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4 FEB 1937
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LONDON

Secretary,

L O N D O N.

Dear Sir,

S. S. "KINGSWOOD"

Having regard to the cablegrams exchanged in connection with the above vessel, (confirmation of which was forwarded you by last air mail) it is thought advisable to forward a preliminary report for your information.

On receipt of your cablegram of 4th instant and after conferring with the Owners Agents, I made arrangements to proceed to Port Pirie with a view to carrying out a survey of the vessel as instructed.

At Adelaide I was met by Representatives of Owners Agents and Lloyd's Agents, who furnished me with details of the case and made arrangements for my transport by car to Port Pirie, a distance of about 160 miles.

On arrival at Port Pirie I proceeded direct to the ship and with Captain Elms and Mr. Ackland-Horman made examination of the damage - particulars of which have already been forwarded by cablegrams and air mail.

The damage was apparently caused by explosion of the auxiliary boiler which was lifted from its seatings in the recess at the forward end of boiler room and projected through all forward bulkheads into the fore peak tank and partly through the starboard side bow plating. It will be seen from the photos forwarded last mail that the boiler carried away the recess bulkhead at frame No.100, the wood bulkhead at No.105, the mid line bulkhead under bridge between frames 111 & 123, the W.T. bulkhead at No.142, damaged the remaining mid line bulkheads forward and carried away the starboard side of collision bulkhead and shell plating in way. It will also be seen that when passing through the bulkhead between Nos.1 & 2 holds the boiler would be at a height of approximately 15 feet up from tank top.

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Pracically all tubes (plain and stay) were discharged ejected from the boiler; these were found strewn throughout No. 1 & 2 holds, boiler and engine rooms (some found in L.P. tank pit).

A rough sketch of the damage to auxiliary boiler was forwarded to you by last Air Mail.

The explosion in boiler room forced the main boilers backwards off their stools, ~~and~~ carried them against the Machinery and caused considerable damage to engine room fittings etc. as reported by cable.

The main engine bed plate and crankshaft, thrust and propeller shafting appears to be undamaged and the main boilers not seriously affected.

The main engine cylinders are broken at their connections to columns. All back columns are broken and front columns bent. Motion work of main engines bent. Air pump chamber, piston and guide broken. Bilge pipe air vessel broken. Circulating (centrifugal) pump casing and pedestal broken. Eduction pipes to Turbine and Condenser broken. Inlet and outlet pipes to Condenser broken. Condenser water ends and supporting brackets broken.

Dependant feed pumps broken. Filter damaged. Turbine flexible coupling cover broken, primary shaft bent, bottom half of rotor ring broken. Forced draught fan and engine wrecked. All steam pipes valves and fittings in way of boiler and engine rooms more or less damaged and affected by the accident.

After the explosion, the vessel was moved from her anchorage to a berth at Port Pirie, a pump was placed on board, it was subsequently found that the vessel was not making water, leakage in No. 2 hold being from the starboard tank top where pumping connections etc. were torn away. After plugging this connection the bilge soundings have remained stationery.

It is not considered a practicable proposition to effect temporary repairs to Machinery which would enable the vessel to proceed under her own steam but it was considered that temporary repairs could be effected to the hull at Port Pirie and thus allow the vessel to be towed to a port of repair.

With a view to obtaining competitive prices for permanent repairs in Australia, a Specification was drawn up and tenders invited from firms likely to submit a quotation. Several firms

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however, indicated that they were not prepared to send a Representative to look into the matter until they had a copy of the Specification. In view of its urgency and the fact that the necessary plans were not on board the vessel, this Specification could not be a fully detailed one, but stipulated (inter alia) that the vessel was to be restored to as good a condition as before sustaining the damage in question, all to the satisfaction of Owners and Underwriters Representatives and the Surveyors to this Society.

It is considered that Messrs. Cockatoo Docks & Engineering Co. and Messrs. Mort's Dock & Engineering Co. are the only two firms in Australia capable of satisfactorily carrying out ^{these} permanent repairs they now have their Representatives at Port Pirie going thoroughly into the matter and both have requested an extension of time (seven days) for lodging their tenders. Both firms are fully conversant with our requirements and are aware that a patched job would not be permitted.

Tenders are ^{also} being invited from ^{the above in addition to} local firms (Adelaide and Port Pirie) for the work of temporary repairs necessary to enable the vessel to be towed to a port of repair. The Specification for these repairs includes the temporary plating over the opening in starboard bow, the fitting of temporary frames, stringers and timber beams and shores etc. also the fitting of a donkey boiler for steering, pumping, etc., but it does not specify dealing with the damaged bulkheads forward of engine room.

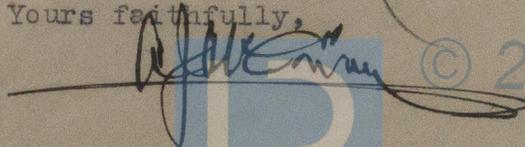
If it should be thought desirable to prepare detail Specifications with a view to obtaining tenders outside Australia it will be necessary for Owners to forward full detail plans (Hull and Machinery) of the vessel.

In the meantime I am in telephonic communication with Owners Agents and Lloyd's Agents at Adelaide and endeavouring to render any assistance possible. ~~but~~ It is considered, however, that nothing further can be done until tenders are received for permanent repairs, temporary repairs and towage.

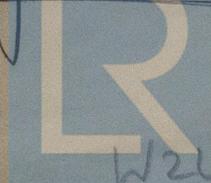
Awaiting your further instructions.

I am, Dear Sir,

Yours faithfully,



See Attached P.S.

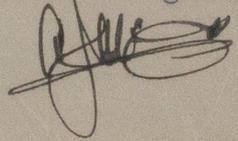


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P.S. Reverting to the enquiry contained in your lettergram 12/1/37 regarding formal investigation being held as to cause of explosion I am now advised by Mr. Ackland-Horman that the Engineer Surveyor to the Commonwealth Navigation Department at Adelaide has been instructed to proceed to Port Pirie, make a drawing of the boiler and forward to the Department a report on what he considers to be the cause of the accident.

It will depend on the nature of this Surveyors Report whether the Department will take any further action as regards formal enquiry.



RECEIVED
FEB 18 1937

By the Chief Engineer, General
Delivered to the Chief Engineer, General



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The Chief Surveyor,

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

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KMS

- 4 FEB 1937

also for Mr. Spinks to note.

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RJA

[Handwritten signature]



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Dear Sir

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