

s.s. "KINGSWOOD"

Mr. Smith, of the Firm who own this vessel, telephoned today from Middlesbrough and stated they had received the following cablegram:-

"COMMONWEALTH GOVERNMENT INSPECTOR HAS COMPLETED HIS INVESTIGATION AND REPORTS HE CANNOT FIND CAUSE OF EXPLOSION. NO DEFECTS IN DONKEY BOILER".

Mr. Smith also communicated the contents of a letter he had received from the Chief Engineer of the vessel, from which it appears that a few minutes before the explosion the water gauge shewed $\frac{3}{4}$ glass; one fire was banked and the other was burned down for cleaning. The pressure was 100 lb. (the working pressure is 200 lb).

IT IS SUBMITTED the Owners be thanked for passing on the above information.

It is difficult to reconcile this information with Mr. McCowan's cablegram, which stated that the Boiler tube plates had collapsed and that the tubes were ejected, but it is taken to mean that the Government Inspector was unable to find defects in the Boiler which would account for the explosion - in other words the Boiler was damaged by a force external to itself.

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