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# Lloyd's Register of Shipping,

Lloyd's Bank Chambers,

Middlesbrough, 12th January 1937

Dear Ritchie,

I am in receipt of your letter on the subject of the catastrophe to the steamer "KINGSWOOD".

I have had an interview with Mr. Smith - the Superintendent Engineer and Director of Constantines - to-day but, the information he has respecting the affair is very little more than has appeared in the press. He shewed me the one and only telegram received from the ship after the accident and also all reports concerning the donkey boiler during its life and correspondence with the Chief Engineer on the subject.

The information available will not answer your two specific questions but it may be of interest.

For the present voyage "KINGSWOOD" bunkered on the Tyne and proceeded to Archangel where a cargo of timber was loaded, for Durban and Lorenzo Marques. The ship called at the Tyne to top up with bunkers on the way out.

On 6th November 1936 the Chief Engineer wrote from Durban complaining that the donkey boiler stay

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re not in good order and that he had had to plug one  
total of seven stay tubes now plugged and that he desired  
stay tubes be renewed. On 2nd December 1936 the Chief  
wrote from Lorenzo Marques that he had to put donkey boiler  
ase, that four more stay tubes had gone, and the boiler was  
le for discharging cargo.

On 29th December 1936 Mr. Smith wrote to the Chief  
that the stay tubes were to be renewed.

On 3rd January 1937 it was reported from Port Pirie  
donkey boiler had exploded. That it had been projected  
the recess bulkhead, through a wooden bulkhead in No.2 hold,  
the next steel bulkhead and on through the collision bulkhead  
wedged through the ship's side making a 30ft. hole in  
side, 20ft. from the stem and extending to one foot from  
baseline.

Further, that the main boilers had been blown back  
sweeping away the fan engine, wrecking all columns and  
feet, tearing away the main steam pipe and eduction pipe  
wrecking up the feed pumps and turbine. The engine and turbine  
also reported pushed back three inches.

Regarding previous history Mr. Smith shewed me reports  
plain tubes had been renewed in the donkey boiler in January  
the boiler tested to 210 lbs. hydraulic pressure and that  
er had been surveyed on 31st March 1936 when it was reported  
good protective covering of scale and that there was no  
or leakage.

Mr. Smith has promised to acquaint me of all inform-

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on which may come to hand and this I will pass on. I may also  
ation that Mr. Smith is most anxious for our collaboration in  
aidating the cause of the trouble.

Kindest regards,

Yours very truly,

P. M. A.

D. Ritchie Esq.,  
LONDON.



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