



# Lloyd's Register of British & Foreign Shipping,

Collingwood Buildings, Newcastle-on-Tyne.

LOYDS REGISTER  
LONDON  
REC- 31 DEC 1912  
ANS<sup>2</sup> 31

30<sup>th</sup> December 1912

The Secretary  
London

Sir

In reply to your telegram having reference to the accident on the s/s San Eduardo, I beg to report as follows. -

On Thursday last shortly after 9.0 AM, whilst getting up steam - the oil fuel burners having been in use for about three hours - the burners of the Port Boiler were stopped off, in order to attend to the retarders in the Boiler tubes, and for this purpose the Starboard smoke box door was opened, and immediately, a sheet of flame rushed out from the box into the stokehold, burning several men in the vicinity, four of whom have since unfortunately died.

Immediately after the accident occurred an examination was made and

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reference

it was found that the Tunnel damper was closed, although it is stated that it was previously opened - and it is no doubt from this cause that the accident occurred. There must have been an accumulation of gas in the base of the funnel, and when the door was opened ignition took place, with the unfortunate results mentioned.

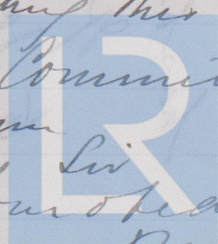
I may add no damage occurred to the vessel, the sheet of flame being of a momentary character only, and the installation working in a satisfactory manner afterwards.

It has not been ascertained who shut the damper, so far.

Submitting this report for the information of the Committee

I am

Sir  
Your obedient servant  
R.W. Coomber



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Referred to the Chief Engineer Surveyor.

as.

DEC 31 1912

S/S San Eduardo (Green Swan  
Hunt. Wigham Richardson S/S 838)

This vessel is one of those in which the use of low flash oil fuel has been approved.

If the facts are correctly reported the accident has been due to faulty management & not to faulty design. Moreover a similar result would have occurred in the same circumstances if the oil fuel used had been of high flash point.

Mr Coomber does not state that low flash fuel was being used, but it is probable that the trial of the machinery would be made under working conditions with the same kind of oil as that intended to be generally used.

JM

31-12-12



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