



# LLOYD'S REGISTER OF SHIPPING

Room 40, P. & O. House, Larcombe Road,  
Steamer Point, Aden

Telegrams: *Lloydstur, Aden*

Telephone: 3632

14th December, 1962.

RECEIVED

11 8 DEC 1962

Dear Sir,

m.v. "Cornish City" Ans'd *9/12*

As you are no doubt aware the above vessel suffered a serious engine room fire at Aden on 8th December.

I have now made a preliminary examination of the vessel and the following are the principal damages noted.

## SHIP'S STRUCTURE

- 1/ Aft ER bulkhead buckled at lower section but intact.
- 2/ Port and Starboard Engine Room Wing Tanks (oil fuel) inboard sides buckled with beam knees of tween deck spaces partially buckled and rivets started.
- 3/ Upper engine casing buckled, also skylight and the main athwartships cross beam above the engine badly buckled.

## MACHINERY

- 1/ Main Engine lubricators and piping, instrumentation etc., largely burnt. Also top guides white metal partially run out.
- 2/ Electrical circuits almost totally burnt and switchboard damaged by foam and water. (The generator armatures do not appear to have suffered unduly, being remote from the fire)
- 3/ All purifiers and fuel oil clarifiers burnt out.
- 4/ Most of the small electric auxiliaries such as diesel oil transfer pump, boiler fan etc., have burnt out motors.

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EQUIPMENT

- 1/ Port anchor and 4 lengths of chain cable presently lying buoyed in Inner Harbour having been slipped to get the vessel off the bunkering berth when the fire rendered the windlass inoperative through lack of steam.
- 2/ Two Starboard lifeboats (wooden) largely burnt out.  
(M.O.T. Safety Equipment requirements?)

Additionally most of the accommodation abreast of the Engine Room casing was burnt out.

The vessel is now being pumped out of fire water when I shall further examine the damages.

My cable dispatched this morning,

"CORNISH CITY FOLLOWING SERIOUS ER FIRE ADEN 8TH OWNERS PROPOSE TOWAGE BOMBAY FOR DISCHARGE PRIOR PROBABLE SALE SCRAP. MYLET FOLLOWS SETTING OUT DAMAGES PLEASE CABLE REPLY YOUR AGREEMENT ALSO ANY SPECIAL REQUIREMENTS OTHER THAN USUAL TOWAGE ARRANGEMENTS"

sets out the Owners' proposal.

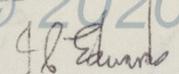
The Owners' Superintendent, at present in Aden, proposes steaming the Riley Boiler to give steam for essential services i.e. bilge/ballast pumps, windlass etc., and using the diesel generator with temporary lighting circuits rigged in the Engine Room.

I consider this a practical proposition for the voyage under tow to Bombay at this time of the year.

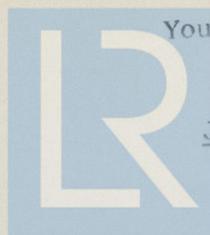
(The vessel is laden with grain for India)

I shall be obliged for your early comments and guidance.

Yours faithfully,

  
J.C. Edwards

The Secretary,  
London.



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REPORTS

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