

**INQUEST AT RYDE.  
SHIP ENGINEER'S FATAL BURNS.**

On Monday afternoon an inquest was held at the Royal I.W. County Hospital by Mr. W. H. P. F. THIRKELL, Deputy Coroner, concerning the death of **George Henry CORRIN**, aged 48, of 32, Skipton Road, Enfield, Liverpool, the second engineer on board the s.s. Perim, of the Ellerman Line. Mr. F. W. SARGENT was foreman of the Jury.

The Chief Constable (Mr. C. GREENSTREET) stated that on Saturday evening, James Lawrence KENNEY, master of the s.s. Perim, called at the office and made the following signed statement: "The deceased was second engineer on my vessel. When at sea, about 7.45 p.m. on Friday morning, the 4<sup>th</sup> inst., I heard a loud report. I thought the engine had broken down, but shortly afterwards ascertained that the deceased had been burnt by an explosion of coal gas. I saw deceased in his bunk; all the hair of his face and head was completely burnt off, his neck, shoulders, upper part of his back and left side were also burnt. On arrival at Ryde Roads I had him sent to the County Hospital, where I saw him later in the day. I asked him how it happened. He said he went into the shaft-tunnel and took off the manhole door and was returning towards the engine room. When some distance from the manhole door an explosion took place and he knew no more about it. The manhole in question ought not to have been taken off by deceased, and I don't know why he removed it. It was possible he wanted to examine the shaft bearings, but if so, he acted without authority and contrary to orders. The vessel was laden with coal and there must have been an accumulation of coal gas in the bottom of the vessel which found an outlet into the tunnel recess. The deceased did not carry an electric light and was no doubt carrying a duck lamp."

The Chief Constable said the master explained that a duck lamp was a naked light. If it were necessary to examine the shaft-tunnel a chief officer would accompany the man with an electric torch, but the deceased appeared to have gone alone and removed one of the doors with the unfortunate result already stated. The vessel left on Sunday evening under Admiralty orders.

Acting-Sergeant S. ORCHARD said he went out to s.s. Perim on Saturday afternoon and saw John KELLY, a donkeyman on board the ship, who stated that deceased was in charge of the engine room on Friday morning. Just before 8 o'clock he heard the sound of an explosion and rushed out and saw the deceased at the end of the tunnel leading to the shafting room. His clothing was in flames, and he rang for assistance to remove the burning clothes. He was afterwards attended by the chief steward and then went up the ladder his bunk.

Dr. A. B. WADE, house surgeon at the hospital, said the deceased was received at that institution about 6 p.m. on Friday. He was accompanied by the captain of the vessel, who explained how he was injured. He was suffering from very severe burns which might have been caused in the way described. He made no statement to witness, although he was conscious. He was in a hopeless state, and died at 2.30 on Saturday, death being due to shock from burns, which had been dressed before his arrival at the hospital.

Gunner Joseph HOWARTH, R.M.A., who was called for the purpose of formal identification, said the face was so badly burnt that he was not certain as to the identity of the deceased, whom he had not seen for twelve months, though he had known him for about 16 years. He received a telegram from deceased wife asking him to attend the Inquest.

The Deputy Coroner said although there was some difficulty as to the identification, he thought the secondary evidence of the captain might be regarded as conclusive.

The Jury returned a verdict of "Accidental death resulting from burns from a coal gas explosion."

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