



Lloyd's Register of Shipping.

Glen Line Building,

2, Peking Road,

Shanghai, 24th March, 1939.

Reference
S.

The Secretary,
London.

Dear Sir,

With reference to your Classing letter of the 21st February respecting the River Steamers "Kia Wo" (Rpt.4272), "Siang Wo" (Rpt.4276) and "Tung Wo" (Rpt.4332), I have to say that, in the case of the "Kia Wo" & "Tung Wo" the requirements of Section 20A of the Rules have been complied with in respect of the carriage of Vegetable oil in the deep tanks amidships and a corresponding notation is recommended.

In answer to your query regarding the verification of the thicknesses of shell and deck plating I have to say that this was done by gauging the plate edges after all paint, internally & externally had been removed and both surfaces examined and found to be in perfect order, there being no sign of pitting or scrubbing in the case of the shell.

With regard to the decks wastage is very readily detected on account of pitting in certain places and the rubbing of cargo near cargo doors. The decks have been repaired on this account from time to time and I am quite

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(2)

satisfied that they are in sound condition and well up to the required thickness. These remarks apply to all the Indo-China River steamers irrespective of age.

I may say that it has always been the practice of the Owners to scrape off all paint internally and externally every one & a half to two years and to apply a good quality paint, and the frames, floors, bulkheads and shell plating are in perfect condition, and this includes those vessels over forty years old.

I am, Dear Sir,

Yours faithfully,

A. C. C. C.



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W185-0002(22) filed in re v tanks amidsh

he can recommend a corresponding notation be assigned.

W185-0005

Referred to the Chief Ship

RM

7 APR 1939
Also for Mr. Hill to note

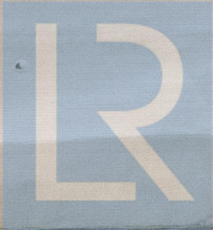
oil F.P. above 150° F
RM

Hilled

Insert in RB:-

16.5.39
Barry
in D.T.s

Mk
all



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