

S. S. "KIWO"

Captain Lamble's Report.

We consider that the straightening of the after part of the vessel will not be so easily carried out as this report suggests. The bent shafts may possibly be straightened but they will doubtless be considerably weakened therefore unless they are aligned dead true they cannot be relied upon for any great power.

The vessel is lying on an uneven reef with a list to port therefore alignment will not be an easy matter, especially as Captain Lawson's damage report indicates that the after end of the vessel is set badly out of line. If this is so the job of straightening and bringing it back to normal is a big undertaking.

If it is decided to allow the contractor to make the attempt, on what basis will the contract be made? What will be the position if he fails to line up the ship properly and she drives ashore again after refloating by reason of the fact that the engines can only be used very slowly, or a shaft breaks?

It is understood that the River Inspector states it would be dangerous to refloat vessel at the same at which she grounded and he recommends very extensive rock removal. Does this mean he recommends cutting a runway down which the vessel may be launched before the summer rises commence? If this is feasible it offers the best solution regarding refloating the vessel. The re-alignment of the shafting will however still present a ticklish problem. Is it possible to impose a penalty on the contractor in case of failure?

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