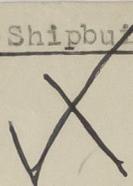


5m.8.46. MW



Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME s.s. "KIDWA" REPORT Bom. No. 8476  
(ex "Kiungehow")

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This unclassed vessel was built in 1921.

Classification with this Society is now desired.

The scantlings and arrangements as shown on plans received from the Owners and the BOMBAY Surveyors are such as could be recommended for approval for the class 100A- with a draught which is 17" less than that corresponding to the minimum geometric freeboard.

For further particulars see endorsements 31.12.46, 22.1. & 12.6.47 and correspondence.

The above Surveyors, in a Rpt. 8, report (3.47) the vessel placed in dry dock, the scantlings and arrangements as shown on the plans verified, satisfactory particulars of the watertight bulkheads, panting arrangements, strengthening of bottom forward etc. supplied in the report, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with and due to wear and tear renewals and/or repairs to shell and deck plating, bunkers, bulkheads, casings, houses, bulwarks, etc. effected.

The shell plating has been drilled with satisfactory results.

On account of grounding after bombing attack repairs to bottom plating, floors, girders etc. carried out.

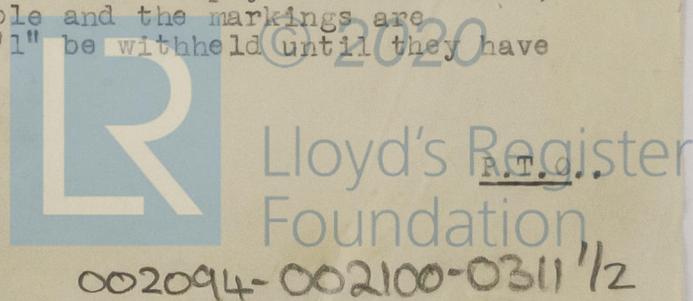
A number of buckled or indented shell, deck, casing and bulwark plates (p & s) are enumerated in the report. The Owners do not propose to take further action with regard to these plates and as they do not affect the efficiency of the vessel the Surveyors recommend accordingly, but it is considered that they should be dealt with at an opportunity convenient to the Owners.

As the donkey boiler has been fitted for oil fuel the lower and 'tween deck bunkers (p & s) have been converted to store rooms and the lower bunker (s.s) to a generator room.

Further alterations include the fitting of new deckhouses, two small hatchways within the bridge space etc.

The anchors and chain cables on board comply with the Rules, but as no particulars of test are available and the markings are obliterated, it is submitted the figure "1" be withheld until they have been satisfactorily tested.

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S.S. "KIWA"

It is further submitted the vessel is eligible to be classed 100A- "With freeboard" with record of docking survey 3.47 and the notation S.S. - 3.47 (Dr), subject to indented shell plating (p & s) being dealt with at an opportunity convenient to the Owners.

100A- "With freeboard" "Fitted for oil fuel FP above 150°F"  
3.47 Bom. )  
S.S. Bom. - 3.47 (Dr)' ) subject

Classed 3.47

2 Dks

Cell DB 264' 566t, FPT 44t, APT 25t

FK, 6BH, pt Cem

P 23' B 89' F 45'

O.L. 321.5'

Equipment letter for fees; "t" in red

It is also submitted the Surveyors be informed that they should have forwarded a First Entry Report (Rpt. 1) and they should now be requested to furnish the capacity in tons S.W. of the double bottom and peak tanks, particulars of the coating of the inner surfaces of the bottom plating especially in the double bottom under the boilers, the overall length of the vessel and all other particulars which may be required for insertion in the Register Book.

They should be informed it is concluded the bridge side plating has been drilled with satisfactory results which should be furnished for record purposes and that ample provision for ventilating the new generator space has been made, but they should state if this is so.

*f.c.g.*  
26.6.47  
*BTM*



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