

MEMO A.E.B. LAMBLE'S TRIP TO KIAWO AT KUAN YIN TAN OCT. 1938.

Left Hankow at 3.00 A.M. October 1st. and boarded Plane at East Lake Wuchang at 5.00 A.M. for Chungking. Ide and Butler met me at Ichang but were able to tell me little more than I already knew. Arrived at Chungking at 11.30 A.M. and discussed matters with Mr. Barry. It had already been decided that "Hsin Changwo" was not to carry Gasoline and Barry was trying to arrange Junks for this purpose. General cargo was to be forwarded in "Hsin Changwo" leaving Ichang at daylight on the 2nd. There were no ships sailing down river so I decided to go as far as Fouchow in the Ferry at daylight and then on by Sampan, which I did except that we were held up by Fog and did not leave until 9.30 A.M. and it was dark before I arrived and so walked the last few miles arriving at 9.00 P.M. on the 2nd. The ship was already dry when I arrived and was well shored up but with a list of about five degrees to port she is supported by the two up river reefs of Ta Fu Mien, one forward and one aft. the Buddha being immediately below the centre of No. 1 hatch. The mid-ship section, from the forward to the after Engine room bulkheads, is unsupported, except for shores, and apart from being slightly set in along the turn of the bilge in the Starboard bunker compartments is undamaged. Rudders and Propellers are also undamaged. Details of the damage in the Forward and after compartments are given in Captain Lawson's letter of October 6th. According to Hung Chong the shafts can be straightened at Chungking and if this can be done it should be quite possible to straighten the ship aft, realign and reinforce the keelson with channel bars and the frames with light angles plus the necessary cement and so have the use of the engines for at least half speed. The straightening forward is going to present more difficulty in that the ship is overhanging the reef from frame 78 forward and the depth from forefoot to river bed is some forty feet. However the actual straightening here is not very important and it could be left alone until the last and well cemented when the water starts to rise. The real problem which is presented is the refloating in safety under equally bad water conditions to those existing at the time of the accident. To undertake this with any degree of confidence it will be necessary to do a considerable amount of rock cutting and clearing and it was for this reason we requested the opinion and approval of the River Inspector, Mr. Frandsen. If this is done I consider the operation can be undertaken with a reasonable chance of success. However I would strongly recommend that Captain Lawson and Mr. Haughey be left in charge of repairs so that when the time comes they will know exactly what has been done and to what extent they can use their Engines with safety. This is very important as the manoeuvre will necessitate the springing off into a very fast running river, probably over twelve knots, and the immediate use of the engines to clear the rocks below is essential.

Hung Chong gave as an approximate estimate for repairing etc. \$70,000. This included the rock cutting which he said would cost \$15.- per fong. On arrival at Ichang I consulted Mr. Dixon on this point and he recommended that Captain Lawson should be provided with sufficient cash to pay the rock cutters daily and to employ as many as he considered necessary from day to day. In this way we would avoid the inevitable argument as to the number of fong cut and the additional interest required by the contractor if he has to finance the job. Mr. Dixon estimates that the cost should be about \$10 per fong if paid daily. Mr. Frandsen leaves in "Hsin Changwo" and I think will give his approval to the scheme outlined above and will then proceed to Chungking to obtain the necessary sanction from the Authorities for the removal of the rock.



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The salvage of cargo was carried out as expeditiously and as satisfactorily as possible but Captain Lawson experienced great difficulty with his Compradore and staff and according to the Fengtu Magistrate, who appears to be very willing to assist as much as possible, there are grave reasons to suspect that these people were responsible for what little pilfering did go on.

Apart from this and a certain amount of panic amongst a few members of the domestic staff everybody appears to have worked well and have made a very good job of ensuring the vessel's safety.

Captain Lawson has of course had a very worrying time but has come through it extremely well and has expressed the desire to remain and see his ship repaired. The same applies to Mr. Haughey and I am of the opinion that this would be the most satisfactory arrangement. They could probably take a short leave each during the winter to Chungking or Ichang and the General Managers might consider permitting Mrs. Lawson to live on board.

Captain Lawson and Mr. Haughey consider they can find employment on board for the Deck and Engine room crews but the remainder could be cut to a minimum leaving say only the No. 3 Compradore to act as interpreter and one or two cooks and boys.



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