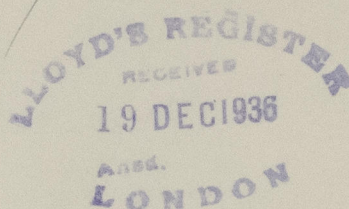




# Lloyd's Register of Shipping,

55, Fawcett Street,

Sunderland, 18th December, 1936.



ference

Dear Sir,

We beg to confirm sending you telegram  
to-day as follows:-

"STEAMER GENERTON RUDDER MADE TO STANDARD  
12 to 14 KNOTS PLATING SECOND DECK WITHIN  
LINE OF OPENINGS POINT 34. SURVEY WILL  
NOT BE COMPLETED UNTIL TOMORROW PLEASE  
FORWARD CERTIFICATES FOR ISSUE WHEN COMPLETE".

Regarding the rudder the maximum speed  
of the vessel is 11 knots but the rudder head was made as  
required for the Rules for 14 knots and the pintles made to  
the same requirements at the request of the Owner but the rudder  
mainpiece at head was made 12" x 7 $\frac{1}{4}$ " as shown on the plan to  
suit 12 knots. In the circumstances the speed of the vessel  
was entered on the report as from 10 to 12 knots and the  
scantlings entered as indicated above.

The thickness of the 2nd deck plating within  
the line of openings was entered on the Report as .30, this  
being the thickness at ends but the amidship thickness is .34,  
which was omitted from the Report. This omission is regretted.

We are, Dear Sir,

Yours faithfully,  
THE SURVEYORS,  
PER:

*John Bartlett*

The Secretary,  
LONDON.

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Referred to the Chief Ship Surveyor

19 DEC 1936

Referred to Mr. Soren

*[Handwritten signature]*

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