

September 3rd. 1920.

Dear Captain King,

s.s. "BETZDORF"

I have to inform you that this vessel and her machinery, together with the plans, have been carefully examined with a view to classification in Lloyds Register.

Hull. The vessel, which is a sister to the s.s. "SAYN", is of the following dimensions, 287.75' x 44' x 22.48'; the keel was laid in July, 1919, and the vessel was launched on 17th. May last.

She was constructed to the requirements of the Germanischer Lloyd for the class 100 ^A and is now being completed at the works of the Builders, Messrs. F. Krupp A.G. Germania-werft, Kiel.

The scantlings indicated on the plans are such as would entitle the vessel to be classed 100 A-.

The Rules require that in a vessel of these dimensions five watertight bulkheads should be fitted, one of these bulkheads being situated at the middle of the length of the forward hold. In the vessel, as built, there are six bulkheads fitted but the disposition of these is somewhat different from that contemplated by the Rules. The case will therefore require to be specially considered by the Committee, but I do not

anticipate



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icipate that any exception will be taken to the arrangement of bulkheads as in the vessel.

The vessel, which is approaching completion, was examined at the Builders finishing quay, the decks, holds, bunkers, and boiler spaces, peaks, etc. being all carefully surveyed.

The structure was found to be in a thoroughly satisfactory condition and the scantlings appeared to be in agreement with those shown on the plans.

Machinery. This vessel is propelled by single screw driven triple expansion steam engine having cylinders $19\frac{11}{16}$, $32\frac{1}{2}$ and inches diameter, $39\frac{3}{4}$ inches stroke and developing 986 I.H.P.

Steam at a working pressure of $184\frac{1}{2}$ lb. per sq. inch is generated in 2 single ended multitubular boilers $12-9\frac{1}{2}$ " diameter, 10 " long with a total heating surface of 3440 sq. feet.

Howden's system of forced draught is installed.

The machinery has been built and tested under the inspection of Surveyors to the Germanischer Lloyd and to their requirements.

Plans of the engines, boilers and pumping arrangements have been examined and the scantlings shown thereon are such as would be accepted.

The main engines were not examined as these have not yet been delivered from the Company's works at Essen. The boilers now completed and ready for shipping on board have been examined in the works and the scantlings verified. The propeller, screw shaft, and sea connections are fitted and seatings completed.

I am therefore of opinion that the hull and machinery of the vessel could be recommended to the Committee of the class 100 A- with the record of L.M.C. for machinery subject to the disposition of the bulkheads being approved by the Committee. To entitle the vessel to the figure 1 the following conditions should be made to the equipment:-

135 M 108 mm steel wire
20 165 M 152 mm manilla.

Yours faithfully,

E. J. Addams