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*For Mr. King*

4th. August, 1920.

Dear Captain King,

s.s. "D.A.D.G. No. 76".

I have to inform you that the plans of the hull and machinery of this vessel have now been examined with a view to classification in Lloyds Register.

Hull The vessel, which is of the following dimensions, 450' x 58' x 29.54', was built by Messrs. Blohm & Voss and was launched in September, 1919.

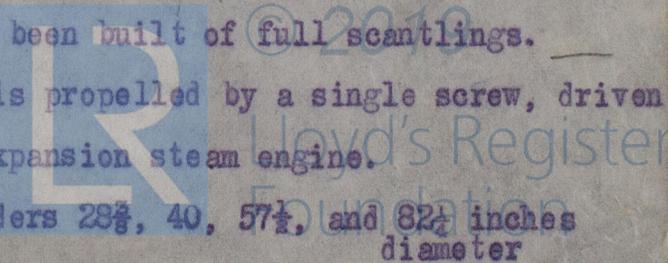
She is a duplicate, so far as dimensions and general arrangements are concerned, of a large number of ships which were built before the war in various German shipyards to the classification of Lloyds Register. In this case, however, the scantlings shown on the plans have been based on the requirements of the Germanischer Lloyd and there are many departures from the rules of Lloyds Register, particularly as regards the thickness of the shell plating and the deck plating in the tween decks.

Accordingly the vessel could only be classed "with freeboard" and the freeboard will be about 1'3" more than could have been assigned had the vessel been built of full scantlings.

Machinery This vessel is propelled by a single screw, driven by a 4 cylinder, quadruple expansion steam engine.

The engine has cylinders 28 $\frac{1}{2}$ ", 40", 57 $\frac{1}{2}$ ", and 82 $\frac{1}{2}$ " inches diameter

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diameter with a stroke of  $55\frac{1}{2}$  inches.

Steam, at a working pressure of 227 lb per sq. inch is generated in 4 single ended multitubular boilers 15' -  $10\frac{1}{2}$ " diameter and 12' -  $2\frac{3}{4}$ " long, having a total heating surface of 12,880 sq. feet.

The engines and boilers have been inspected and tested by Surveyors to the Germanischer Lloyd.

Plans of engines and boilers have been examined and the scantlings shown thereon meet the Society's rule requirements for the proposed working pressure of 227 lb. per sq. inch.

The pumping arrangements as shown on plan appear satisfactory.

The vessel had already sailed and no opportunity was available for the purpose of survey and verification of the scantlings of hull and machinery.

I am therefore of opinion that provided the hull and machinery be examined and found to be in satisfactory condition and the scantlings be found to be in accordance with those shown on the plans, the vessel could be recommended to the Committee to be classed 100 A.1. "with freeboard" with the record of L.M.C. for machinery.

I am,

Yours faithfully,

Captain J. King, O.B.E.R.D., R.M.R.,  
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(REPARATION COMMISSION),  
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LONDON. S.W.



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