

# A. GOODWIN-HAMILTON & ADAMSON LTD.

NAVAL ARCHITECTS, CONSULTING ENGINEERS,  
SURVEYORS, &C.

TEL. ADD. "WINGOOD," LIVERPOOL.  
.. .. "WINGOOD," GLASGOW.  
TELEPHONES:  
LIVERPOOL BANK 265.  
GLASGOW CENTRAL 6020.

DIRECTORS:

AA/FGB/VE.

ANDREW HAMILTON, C.B.E.  
ALEXANDER ADAMSON.  
JAMES SHEARER.

CUNARD BUILDING,  
(2ND FLOOR),

LIVERPOOL, 3, 10th December 1934.

AND  
101, ST. VINCENT STREET,  
GLASGOW.

Messrs. Lloyds Register of Shipping,  
71 Fenchurch Street,  
London. E.C.3.



Dear Sirs,

As you are aware, Messrs. T. & J. Brocklebank, Ship-Owners of this City are contemplating extensive alterations to probably four of their largest vessels, namely:-

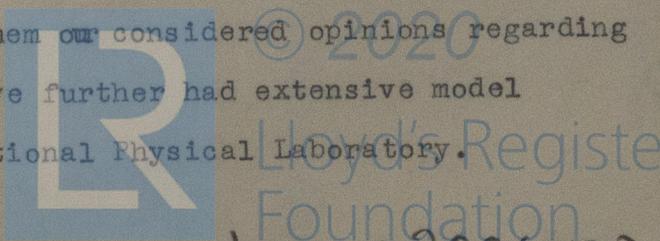
"Mangalore" class. 518' x 64' x 38'3" Moulded Depth.

"Magdapur" class. 500' x 64' x 37'0" moulded depth.

Generally the proposals are to shorten these vessels, making them nearer the 470 ft. long (to be more in accord with other vessels of the Fleet), to fit new solid bronze propellers and to streamline the rudders or to fit the Baker type of Fin on the rudder post.

The saving in power consequent upon the shortening and increased propulsive efficiency would be used to advantage giving increased speed.

The Owners have fully discussed these proposed changes with us and we have given them our considered opinions regarding all matters involved and have further had extensive model tests carried out at the National Physical Laboratory.



W 432-0266 (112)

Owners themselves have also investigated the proposals from point of view of cargo, tonnage and running expenses. The combined results of all these investigations appear to indicate that the scheme is a very satisfactory one and that Owners would then have ships running on a more profitable basis.

The Owners now ask that we should obtain from you your considered opinion regarding these proposals, particularly directing your attention to the facts as stated below:-

1. Would the fitting of an Oertz rudder or the fitting of Fins to the rudder post in any way cause undue stresses to be set up in the rudder post and so weaken same with a possibility of same carrying away or fracturing? (Rudder post at present in excess of your requirements).
2. Would the shortening of the vessels and re-arrangement of stern gear, new propellers, etc., in any way affect the reliability of Turbines and Gearing, and is there any possibility of an entirely new and deleterious system of vibration coming into operation to affect gearing, etc?

We shall be pleased if you will be good enough to consider the above and write us in due course your remarks, so that we may put same before the Owners who are very anxious to again review the whole subject with your reply, with a view to proceeding with these alterations at an early date.

Yours faithfully,

A. Goodwin-Hamilton & Adamson Ltd.

*A. Adamson*



© 2020

Lloyd's Register  
Foundation

W432 0266 (212)

...the results of all these investigations appear to indicate that the accident is a very serious one and that ...

...the vessel was under the command of an officer who ...

...it is requested that you will be good enough to ...

Referred to the Chief Ship Surveyor,  
and the Chief Engineer Surveyor.

*APB*

11 DEC 1934

REQUESTING EARLY REPLY.



© 2020

Lloyd's Register  
Foundation