

Steel Twin Screw Steamer "GARDENGA", built at Danzig in 1905 for service as an Icebreaker on the Vistula.

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In April 1931, a proposal was made that this vessel be classed 100A1 "With Freeboard", "For Coasting Service between Lourenco Marques and Port Elizabeth". Certain alterations were made to the vessel and the plans of the hull and machinery were approved with certain amendments, so that this class could be assigned.

The surveys of the hull and machinery were completed at Cuxhaven and Bremen in July last, and the Hamburg and Bremen Surveyors reported that the ship appeared to be in sound condition and eligible in their opinion to receive the class desired; and the Surveyors issued interim certificates both for the hull and the machinery.

In August last Commander Wardrop, part owner of the vessel, called at this Office and stated that the ship had put into Portland owing to her being unable to maintain steam in the boilers. Mr. Toyne, the Society's Senior Surveyor at Southampton, surveyed the vessel and reported that on trying the engines round the harbour the steam dropped from 170 lbs to 90 lbs and the vacuum was only 40 per cent. Numerous air leaks were found in the smoke boxes, and the air pump valves were found inefficient. When these and other matters were dealt with, the ship was tried under steam for four hours in Portland Harbour and Weymouth Bay. The speed in sheltered water was 5 knots, and against wind and sea (gale conditions) was 4 knots, but the coal used on the trial was Westphalian, of a very poor quality.

The Owner at that time stated that he did not think it would be possible for him to make the voyage to South Africa owing to the difficulty of carrying sufficient fuel. This, however, was not a matter that was held to affect the proposed classification of the vessel, and on the facts being



presented to the General Committee at their Meeting on the 3rd September last, they decided that the vessel should be classed 100A1 "With Freeboard, "For Coasting Service between Lourenco Marques and Port Elizabeth", and the record of "LMC 7,31" be assigned.

Subsequently, it appeared that owing to heavy weather experienced when off Ushant, Commander Wardrop had decided to return to Falmouth, and the Falmouth Surveyor reported on the 15th September that certain alterations had been carried out, and that on a two hours trial at sea a speed averaging  $7\frac{1}{2}$  knots had been maintained.

The vessel in due course arrived at Gibraltar, and in November last the Gibraltar Surveyor reported that he had been asked to go on board to see a broken H.P. piston valve liner which apparently had been defective for some days. Sundry running repairs were effected, and he stated he understood that the master had run out of funds, and the ship was then laid up awaiting the owner's instructions and a new crew to take her to Durban. He added that the last chief engineer had opened out all parts of the main engines, making sundry adjustments for wear before the Surveyor's services were requested, and in the opinion of the chief engineer the valve liner was the only defect of importance; and the Surveyor thought that if funds had not run out, the vessel would have been proceeding satisfactorily on her intended voyage.

A trial run was ultimately made by the Surveyor was not asked to attend, and the pilot stated that the engines and boilers worked satisfactorily. The Surveyor also stated that an advertisement offering the vessel for sale had appeared in the local press.

A letter has now been received from Commander Wardrop in which he recounts the circumstances in which this vessel had been bought, and adds that he has had to abandon the ship at Gibraltar, as in spite of the alterations carried out at



Portland and Falmouth her steaming qualities were the same, which meant that she had a sea speed in calm weather of barely 5 knots, and even in a moderate sea she became unmanageable. He states that his Company are faced with practically a total loss, and as he trusted in the Society for ensuring that the vessel would be seaworthy for his purpose, he appeals to the Society to accept some of the responsibility and award them some compensation for their serious loss.

No new fact has been cited by the writer which would have the effect of causing the Committee to revise the decision come to on the 3rd September last.

That the engines are efficient is proved by the results of the trial held in July last and reported upon by Mr. Bahr of Bremen (see his letter dated 8.9.31); by the trials conducted by Mr. Toyne in Portland Harbour and Weymouth Bay in August last, and at Falmouth in September last; and by the fact that the vessel appears to have reached Gibraltar with little trouble.

It would appear probable that the real reason for the delay of the vessel at Gibraltar, and her being offered for sale there is due, as stated by the Gibraltar Surveyor, to lack of funds, and/or the inability to carry sufficient fuel for the voyage to South Africa.

In these circumstances, it is submitted the writer be informed that the Committee see no reason to revise the action which they have taken in respect of the class which has been assigned, and cannot accept any responsibility for any loss which the writer may have sustained in his operations with this vessel.

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