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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

4th September, 1931.

Dear Sir,

S. With reference to the case of the Twin Screw Steamer "GARDENGA" (Bremen Report No. 1382), I have to state, for the information of yourself and the other Surveyors engaged in the survey of this vessel, that on the 13th August, the day on which the Bremen Reports were received here, Commander Wardrop, the Master and part Owner of the vessel, called at this Office, and stated that the vessel had put into Portland, owing to her being unable to maintain steam in the boiler. He also stated that he had called in Messrs. Burls, Gordon & Whiteford to make an examination.

Mr. Toyne, the Senior Surveyor at Southampton, joined in the survey, and paid three visits between the 11th and 19th August. On the 21st August a report of this survey was received from Mr. Toyne stating 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. There was a heavy knock on all connecting rod^r top end brasses, and numerous air leaks in smoke boxes. The air pump valves were found to be wrongly fitted and inefficient. The boilers were found clean, but the air space between the fire bars was very small, the covers were

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lifted on cylinders and piston valves on the starboard engine, and from the appearance of cylinder walls and piston valve chambers everything was in order. The condenser was tested and found in order. New fire bars were fitted to back section of fire grates, air leaks in casings etc. closed, and new valves fitted to the air pump, and connecting rod brasses adjusted. The vessel was tried under steam for 4 hours in Portland Harbour and Weymouth Bay. The mean draught of vessel was 6 ft. Steam at commencement 160 lbs., revolution maximum 165. The steam gradually fell to 110 lbs., at which pressure it remained until conclusion of the trial. The vacuum was maintained at 80 per cent. The speed in sheltered water was 5 knots, and against wind and sea 4 knots. The coal used on the trial was Westphalian of very poor quality, and Mr. Toyne stated that North Country coal had now been taken on board. The vessel was proceeding on her voyage to Port Natal when the S.W. gales moderated.

It has subsequently transpired that Commander Wardrop decided to return to Falmouth, owing to heavy weather experienced when off Ushant. He has since called at this office, and again reports the difficulty which has been experienced in maintaining steam, and stated that the coal consumption approximates to 10 tons per day, and the speed of the vessel is only about 4 knots.

Commander Wardrop stated that, although he had not stipulated any speed in taking delivery of the vessel, he was under the impression that if the vessel were classed with

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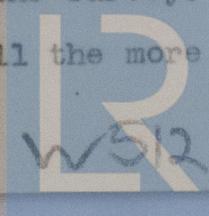
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this Society it would ensure that she would be capable of maintaining a reasonable speed at sea.

He further stated that, in view of this experience, he does not think it will be possible for him to make the voyage to South Africa, owing to the difficulty of carrying sufficient fuel. This, however, is not a matter which affects the classification of the vessel.

The case came before the Classing Committee on the 1st September, and was referred by them to the General Committee, who had the matter under consideration at their Meeting yesterday, when they decided to assign to the vessel the following class, viz: 100A1 with freeboard, "For Coasting Service between Lourenco Marques and Port Elizabeth" with notations of LMC 7,31, s.s. 2nd No. 3 - 7.31, and Lloyd's A & CP.

I shall be glad to be furnished with any remarks which you and Mr. Bahr have to make on the case, and in this connexion I am directed to call attention to the delay which took place between the completion of the survey and the despatch of the report, and to refer you to the Instructions to Surveyors, Paragraphs 302/304, impressing upon the Surveyors the importance of transmitting reports to this Office immediately upon the completion of the survey. I have also to point out that the despatch is all the more important in a



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case like this, when the vessel has not been previously classed,
and the Surveyors have issued an Interim Certificate subject to
confirmation by the Committee.

I am, Dear Sir,

Yours faithfully,

Secretary.

A. Chisholm, Esq.,

HAMBURG.



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