

Steel Twin Screw Steamer "GARDENGA"

Built at Danzig by J.W.Klawitter in 1905 as an Icebreaker  
for Service on the Vistula.

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A proposal has been made that this vessel should be classed in the Society's Register Book 100A1 "With Freeboard",  
Coasting  
"For/Service between Lourenco Marques and Port Elizabeth",  
and the plans were examined and amended so that this class could be assigned.

The vessel was originally of the flush deck type, and a forecastle 19 feet in length and 6 feet in height has been fitted. The upper deck, which was originally of wood, has been replaced by a complete steel deck, and the sheerstrake has been doubled for part of the vessel's length. These amendments, together with the scantlings as originally fitted, represent a standard of strength which is equal to the full 100A standard as embodied in the Society's Rules. In addition to this, and considered as local strength, the scantlings of the bottom plating and of the bottom generally are in excess of the requirements of these Rules.

The freeboard assigned corresponds to a draught 3 inches less than could be assigned under the statutory rules and regulations. According to the new Zones Map which has been adopted under the International Load Line Convention, the northern part of the proposed service is in the Summer Zone, and the southern part is in the Seasonal Winter Zone.

Plans of the machinery were submitted by the Hamburg Surveyors in April last, and were approved subject to certain conditions, and provided the Surveyors were satisfied with the general condition of the machinery.

The surveys of the hull and machinery were completed at Cuxhaven and Bremen on the 31st July, and the Hamburg and Bremen Surveyors reported that the vessel appeared to be in a sound condition and eligible, in their opinion, to be classed

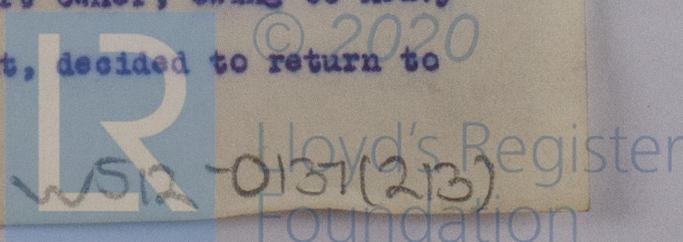
100AL "With Freeboard", "For Coasting Service between Lourenco Marques and Port Elizabeth", with a record of survey 7,31, and notation of "S.S. Bremen No. 3-7,31", and a notation of LMC 7,31.

The Surveyors issued interim certificates, one dated 28th July for the hull and one dated 31st July for the machinery. The reports were received in this Office on August 13th, and on the same day, before the reports could be considered and dealt with, Commander Wardrop called at this Office and stated that the vessel had put into Portland owing to her being unable to maintain steam in the boiler. The vessel was surveyed at Portland by Mr. Toyne, the Senior Surveyor at Southampton.

On the 21st August a report 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. Numerous air leaks were found in the smoke boxes, and the air pump valves were found inefficient. The boilers were found clean, but the airspace between the fire bars was very small.

When these matters were dealt with, the vessel was tried under steam for four hours in Portland Harbour and Weymouth Bay. The steam at the commencement was 160 lbs, which gradually fell to 110 lbs, at which pressure it remained until the 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 (gale conditions) 4 knots. The coal used on the trial was Westphalian, of a very poor quality. Mr. Toyne stated that North country coal had afterwards been taken on board.

It subsequently transpired that Commander Wardrop, who is master of the vessel and part owner, owing to heavy weather experienced when off Ushant, decided to return to



Falmouth.

In view of this experience, the Owner has stated that 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 proposed classification of the vessel, and it is submitted for the favourable consideration of the Committee that the vessel might be classed 100A1 "With Freeboard", "For Coasting Service between Lourenco Marques and Port Elizabeth", and the record of LMC 7,31 should be assigned.

*JW*  
3.9.31  
*W.P.*  
*P.*

*General Committee.*

*Thursday, 3rd September, 1931.*

*Submission approved*

*as*



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