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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

23rd April, 1931.

Dear Sir,

M.

I duly received your letter of the 20th instant enclosing plans, in duplicate, of midship section, profile and deck in connexion with the proposed classification with this Society of the S.S. "GARDENGA", and the contents have been carefully noted.

It is observed that you have ascertained from the Builders that all the materials are of Siemens-Martin steel and tested by the Germanischer Lloyd Surveyors; also that the general condition of the vessel is very good.

With regard thereto I am directed to state that provided the requirements of the Rules for vessels not built under Survey be complied with, the scantlings be verified, the additional requirements embodied on the plans be carried out to the Surveyors' satisfaction, and a satisfactory Report be received from them, the vessel will be eligible to be classed 100A- "With Freeboard" (corresponding to an all seasons draught of 6 feet) "For Coasting Service between Lourenco Marques and Port Elizabeth".

The pillaring throughout should be to the Surveyors' satisfaction, and they should satisfy themselves in regard to

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the construction of the watertight bulkheads, machinery seatings, rudder and steering gear.

It is observed that it is proposed to fit a deck stringer plate 600 m/m x 7 m/m, also to provide compensation on the topsides in the form of a doubling plate fitted to the sheerstrake for half length amidships. It is considered that a more desirable and probably a more economical arrangement would be to increase the thickness of the stringer plate and to extend its breadth to the line of the hatchway and machinery openings, in which case the sheerstrake doubling could be dispensed with, except in way of the coal scuttles in the deck, which should be made as small as practicable. These modified arrangements have been embodied on the plans.

If the figure "1" is desired, particulars of the equipment proposed to be supplied should be forwarded, and you should ascertain from the Owners if this has been found by them to be suitable for the service intended.

I think it well to remind you that a Special Survey Request Form, duly signed, should be forwarded to this Office.

One copy of each of the plans is returned herewith, and the duplicate are being retained for reference.

At the same time I have to request that you will be good enough to forward particulars on form 11b for freeboard assignment, and to state the distance from the top of the keel to the lower edge of the lowest sidelight, and the fore and aft

position of each

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position of such sidelight.

I am, Dear Sir,

Yours faithfully,

Secretary.

A. Chisholm, Esq.,

HAMBURG.



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Foundation

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