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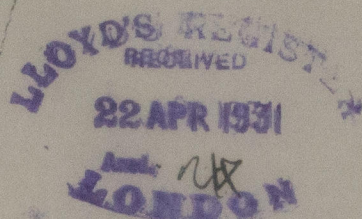
2 books and one plan under separate cover.



Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 20th April, 1931.



Reference

Dear Sir,

With further reference to my letter of today's date regarding the case of the s.s. "GARDENGA" I am forwarding to you under separate cover per registered post one photoprint of a boiler plan and two official boiler books containing plans and the official particulars regarding the material used in the construction of the boilers of this vessel. Enclosed is a sheet giving particulars of main engines, and a list prepared by Mr. Krützfeldt giving particulars of points which in his opinion would require to be dealt with if the machinery is to be accepted for classification. In regard to the question of fitting watertight tunnels over the shafting with a watertight door accessible from the Engine room this matter has been discussed with Lieutenant Commander Wardrop. In his opinion it will for trim reasons be necessary to keep the after hold as large as possible and if tunnels have to be built over the shafting the loss of cubic capacity would be so great as to make the ship practically unservicable, (1) on account of the loss of deadweight and (2) on account of it being impossible to

trim the vessel by the stern. It is therefore suggested that the shafting which is at present covered by a wooden casing shall be cased in with low steel plate casings, of say, 10 mm in thickness so that there is no risk of the casings being damaged by heavy cargo. Watertight access shafts are proposed to be fitted above the stern glands so that access to these bearings is at all times possible. The line shafting has two bearings which ~~would~~ come in the after hold. It is proposed to fit these bearings with ring lubrication with a tell tale in the Engine room so that the Engineer in charge can always see that there is oil on the bearings. For the voyage to South Africa the after hold will not be filled with cargo and such provisions made that these bearings are readily accessible during the whole voyage. Mr. Wardrop has asked me to submit these proposals as an alternative to the requirement given on the list which was handed to him while he was in London.

I shall be glad if the boiler plan and the question of the machinery of the vessel can be dealt with at your earliest convenience as the matter is urgent.

I am, Dear Sir,

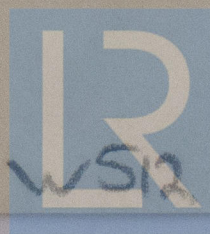
Yours faithfully

The Secretary,

LONDON

J. Chicklin.

URGENT



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Lloyd's Register
Foundation

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Referred to the Chief Engineer Surveyor.

REQUESTING EARLY REPLY.

hks
W. J. D. O. K.