

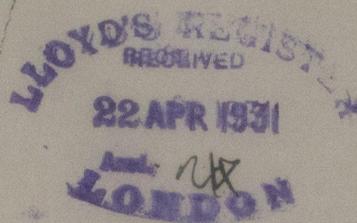
Encl.

2 books and one plan under separate cover.

*Urgent*  
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. Chickwell*

RECEIVED BY THE CHIEF ENGINEER, BRITISH

URGENT



ent fact betweengus eroferedt ei ti .nrote ent yd laseev ent mirt  
 Leads gnlase nebow a yd berovoo threorg ja at dohdw gnlttnd  
 ni mm OI , yas fo , agnlase etald leots wol dtlw ni basee ed  
 bogemab gnled agnlase ent fo kair on ai eredt fact oa saemkiddt  
 ad ot bogorq ere atfnde asocoe thgltrretaw .ogreo yvzed yd  
 agnlased aedrt ot asocoe fact oa abnalg nrote ent evode beftllr  
 agnlasedmowt and gnlttnda emll ent . eldlaseoq seamit lre ja ai  
 esent flr ot bogorq ai ti .blod raitje ent ni emoo efuow nohdw  
 emgnl ent ni elst llet a dtlw nohtsordul gntr dtlw agnlased  
 eredt fact eea eywfla nro egriado ni reemlgnf ent fact oa moor  
 ent solrfa dtuoe ot eggyov ent rot . agnlased ent no lro ai  
 emonshvoroq noua dno ogriao dtlw belllt ed ton llhw blond raitje  
 ent gnlttrub eldlaseocoe yllbaer ere agnlased aedrt fact ebbem  
 -agorq aedrt thmdre ot em bakas and qordraw .m . eggyov eloww  
 fact ent no nevlg thremertupet ent ot evltanretfls ne sa els  
 .nondol ni aw ad ellhw mid ot boded aw dohdw  
 nntaseup ent dno naldg ralled ent th baly ed llands I  
 youy te dtlw tlabed ed nro laseev ent fo yremhdosm ent fo  
 .threugn ai raiter ent sa eocoinvenevoc faellre

I am, Dear Sir,  
 Yours faithfully,  
 The Secretary

URGENT

Referred to the Chief Engineer Surveyor.

22 APR 1931

REQUESTING EARLY REPLY.

Yours faithfully

of a and the

