

4 plans under separate cover.



Lloyd's Register of Shipping,

3, Steinhoeft,

Hamburg, 20th April, 1931.



Reference

Dear Sir,

Lieutenant Commander R.G. Wardrop called at this Office in connection with the intended purchase of the vessel "GARDENGA" which was built in Danzig in 1904 by Messrs. Klawitter as their Yard No 295 as an ice breaker for service on the Vistula. Mr. Wardrop informed me that he had discussed the question of the classification of this vessel with the Chief Ship Surveyor's staff in London and that certain information had been supplied as to what requirements would have to be complied with if the vessel were to be classed by this Society for service on the coast of South Africa.

After discussing the case with Mr. Wardrop and Ing. Burchard of the yard of H. Sanftleben, Cuxhaven, who are representing the Owner - Mr. Grimke of Messrs. Rickmers - and indicating verbally how the requirements indicated in London to Mr. Wardrop might be met I requested the Representative of the yard to provide a sketch of midship section and a profile and deck plan showing the scantlings and arrangements of the vessel, and also the proposed alterations which it is desired to make in order that the vessel may be adapted for her intended

service and provision made for the carriage of cargo in one hold forward and one hold aft of the machinery space.

Duplicate copies of these plans are being forwarded to you under separate cover, per air mail, as Mr. Wardrop wishes to have the plans approved at the earliest possible moment in order that the question of the purchase of the vessel and the cost of alterations may be settled as soon as possible.

A further letter will be sent today regarding the engines and boilers of the vessel and a boiler plan will be submitted for approval. At the same time some further information will be sent to you regarding the requirements contained in the list handed to Mr. Wardrop in reference to the fitting of a watertight tunnel in way of the shafts if a hold aft is to be fitted and used for the carriage of cargo.

With regard to the materials used in the construction of the vessel I am enclosing herewith copy of a letter received from Messrs. Klawitter in regard to this matter. From the letter it will be seen that although the names of the steel works where the materials were made cannot be given and although certificates of test of the material are not available Messrs. Klawitter in their letter state that all materials is of Siemens-Martin quality and made to the requirements of the Germanischer Lloyd, and that the material was tested by the Germanischer Lloyd Surveyors and certificates of test issued at the time when the vessel was built. The original letter

from Messrs, Klawitter is being retained here but will be forwarded to you later with the First Entry Report.

An examination of the Hull, Machinery and Boilers of the vessel indicated that the general condition is very good indeed and everything indicates that the vessel although built in 1904 has been carefully looked after. It is stated that in the service in which the vessel was employed she was actually ^{over} only a few months ⁱⁿ the year.

I am, Dear Sir,

Yours faithfully

A. Christholm.

The Secretary,

LONDON



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Foundation

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