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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

1st October, 1929.

Dear Sir,

M.

I duly received your letter of the 20th ultimo, enclosing a copy of one from Messrs. Blohm & Voss, regarding the Certz rudders which have been fitted to the Steamers "NORD ATLANTIC" and "RIET FONTEIN", and the contents have been carefully noted.

In reply thereto I am directed to point out that your letters of the 11th ultimo, transmitting the plans of the Certz rudders for these vessels, merely stated that the vessels were then under Survey at Hamburg, and that an early approval of the plans was requested. This request was complied with, the letters being received in this Office on the 12th and the replies being sent on the 13th ultimo.

You now state that when the plans of these rudders were received at your Office, the S.S. "RIET FONTEIN" had already been undocked (apparently with her new rudder fitted in place), and that the rudder of the S.S. "NORD ATLANTIC" was completed and ready to be fitted in place. No mention, however was made of this when the plans were submitted to this Office, and these were dealt with in accordance with the present practice of the Society, on the understanding that the repairs

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would be carried out in the usual manner after the plans had been approved, and that due effect would be given to the Committee's requirements.

The case of the "ROEPAT", referred to by you, was dealt with in October 1926, in the earliest stages in the fitting of Oertz rudders, and before experience had been gained with them. Subsequently a large amount of experience has been gained with these rudders, and the Society's requirements have been somewhat modified in matters of detail.

The question has been discussed in this Office with an expert specially engaged in the design and construction of Oertz rudders, and his view entirely corroborates that held in this Office, namely, that in order to prevent corrosion these rudders should be made watertight, and to effect this the connections of the transverse plate at the fore end of the rudder to the side plates, and the seam at the after end of the rudder should be double riveted, as previously required. This expert was also of opinion that the cross tie plates previously required, connecting the stiffeners on the side plates of the rudders, should be fitted, in order to prevent panting.

I have further to state that it is not correct to refer to the Committee's requirement that plans of important alterations should be submitted for approval before the work is taken in hand, as being a question of formal approval only.

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These plans have to be submitted in order that they may be carefully examined in this Office, with a view to its being seen that the Rule requirements and the practice of the Committee are being complied with in each instance.

It is thought that after the recent similar case of the S.S. "SCHWARZES MEER", care would have been taken at your port to see that a repetition should not occur of rudders being fitted in classed ships before the plans of the same were approved, the arrangements not being in accordance with the Committee's practice.

As these two vessels have proceeded to sea with the rudders, in which the amendments required by the Committee have not been carried out, it is not easily seen what steps can now be taken with regard to this. It is not thought that the rudders are actually deficient in strength, but that they are so constructed that leakage may occur, causing corrosion, and in the circumstances these rudders will require to be kept under observation and examined by the Society's Surveyors at the next and subsequent dry dockings, and reported upon by them, and a note to this effect will be made in the Special Reasons List.

I may add that in this Country no trouble whatever is experienced in getting plans of these rudders submitted to this Office in ample time to allow any amendments required to be carried out, and the Committee's practice with regard

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to these rudders is entirely in harmony with that of the
Patentees.

I am, Dear Sir,

Yours faithfully,

Secretary.

A. Chisholm, Esq.,

HAMBURG.

P.S. The plans, forwarded with your letter, are returned
herewith.



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