

Translation

Dear Sirs,

With reference to your letters of the 15th instant returning plans of Oertz Rudders for the vessels "Nord Atlantic" and "Rietfontein" we note that a number of alterations have been made to the proposals as submitted by us. On account of the short time at our disposal for re-construction of these rudders - the vessels being already on the dock - the work of construction of the rudders had to be commenced simultaneously with the completion of the plans, and accordingly it was not possible for us to submit these plans for approval at an earlier date. In the case of all previous rudders which have been re-constructed in this way by us the method of construction as proposed on the plans has been followed out and the scantlings and arrangements as worked to have received the approval of the Germanischer Lloyd and Bureau Veritas. We might also point out/in ^{that} the case of the s.s. "ROEPAT" classed by Lloyd's Register an Oertz rudder of similar construction to that submitted by us for the "Rietfontein" and "Nord Atlantic" was built into this vessel. The plan of rudder for the "Roepat" was approved by Lloyd's Register on the 26th October, 1926, and in following out the construction as adopted in the case of the "Roepat" we did not anticipate that for two rudders which are considerably smaller in size special strengthening such as has been indicated on the plans would now be required

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Continuation of translation
of Messrs. Blohm & Voss' letter
respecting Oertz rudders for
"Rietfontein" and "Nerd Atlantic"

to be fitted.

In the circumstances we shall be glad if the
rudders as built can be accepted without the additional
strengthening as shown on the approved plans.

Yours faithfully

BLOHM & VOSS
(signatures)



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