



Lloyd's Register of Shipping,

55, Fawcett Street,

Sunderland, 18th December, 1936.

LLOYD'S REGISTER
RECEIVED
19 DEC 1936
ADD.
LONDON

reference

Dear Sir,

We beg to confirm sending you telegram to-day as follows:-

"STEAMER GENERTON RUDDER MADE TO STANDARD 12 to 14 KNOTS PLATING SECOND DECK WITHIN LINE OF OPENINGS POINT 34. SURVEY WILL NOT BE COMPLETED UNTIL TOMORROW PLEASE FORWARD CERTIFICATES FOR ISSUE WHEN COMPLETE".

Regarding the rudder the maximum speed of the vessel is 11 knots but the rudder head was made as required for the Rules for 14 knots and the pintles made to the same requirements at the request of the Owner but the rudder mainpiece at head was made 12" x 7 $\frac{1}{4}$ " as shown on the plan to suit 12 knots. In the circumstances the speed of the vessel was entered on the report as from 10 to 12 knots and the scantlings entered as indicated above.

The thickness of the 2nd deck plating within the line of openings was entered on the Report as .30, this being the thickness at ends but the amidship thickness is .34, which was omitted from the Report. This omission is regretted.

We are, Dear Sir,

Yours faithfully,
THE SURVEYORS,
PER:

John Bartlett

The Secretary,
LONDON.

© 2021

Lloyd's Register
Foundation

Referred to the Chief Ship Surveyor

19 DEC 1936

Referred to Mr. Swain

[Handwritten signature]

[Handwritten initials/signature]

...to continue the ... of ...

... ..

...

... ..



© 2021 Lloyd's Register Foundation

Cell. D
1 Dr. &
as sho
record
vessel
to top
recomm
be cla
Rules

Legitu
Exam
Tramir
ongit
Bank