

Steel Twin-screw Steamer "GARDENGA".

Built at Danzig by J.W.Klawitter in 1905 as an Icebreaker for Service on the Vistula.

On the 20th April, 1931, Mr. Chisholm, the Society's Principal Surveyor for Germany, wrote to say that Lieut.-Comm. R. G. Wardrop had called at the Hamburg Office in connexion with the intended purchase of this vessel, and stated that he had discussed the question of the classification of the 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 Comm. Wardrop and Ing. Burchard, of the yard of H. Sanftleben, Cuxhaven, who were representing the Owner, Mr. Grimke of Messrs. Rickmers, and explaining verbally how the requirements indicated in London to Comm. Wardrop might be met, Mr. Chisholm requested the representative of the yard to provide a sketch of midship section and profile and deck plan, showing the scantlings and arrangements of the vessel, and also the proposed alterations which it was desired to make in order that the vessel might 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 were forwarded by Air Mail, as Comm. Wardrop wished 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 might be settled as soon as possible.

Mr. Chisholm added that a further letter would be sent regarding the engines and boilers of the vessel, and a boiler plan would be submitted for approval. At the same time, further information would be sent regarding the requirements contained in the list handed to Comm. Wardrop in reference to

the fitting of a watertight tunnel in way of the shafts if a hold aft were ~~be~~ fitted and used for the carriage of cargo.

Mr. Chisholm concluded with a statement to the effect that an examination of the hull, machinery and boilers of the vessel showed that the general condition was very good indeed and that everything indicated that the vessel, although built in 1905, had been carefully looked after, it appearing that in the service in which the vessel was employed she was actually used only a few months in the year.

A later letter, dated 20th April, 1931, came to hand from Mr. Chisholm, and contained a list prepared by Mr. Krutzfeldt, the Society's Engineer Surveyor, giving particulars of points which, in his opinion, would require to be dealt with if the machinery were to be accepted for classification.

With regard to the fitting of watertight tunnels over the shafting, with a watertight/^{door} accessible from the engine room, it was stated that upon discussing this matter with Comm. Wardrop, he said that in his opinion it would be necessary, for reasons of trim, to keep the after hold as large as possible, and he added that for the voyage to South Africa the after hold would not be filled with cargo, and provision would be made for the two bearings of the line shafting which come in the after hold to be readily accessible during the whole voyage.

Comm. Wardrop submitted certain proposals as an alternative to the requirements which were conveyed to him when he was in London.

The case was dealt with in the Chief Ship Surveyor's Department, and in an endorsement dated 22nd April, 1931 (in which it was mentioned that the case had been discussed in this Office with Comm. Wardrop on the 9th April, 1931) it was stated that a general indication of the Society's requirements had been given to him.

The plans embodied a number of these requirements, including the fitting of a forecastle, doubling the sheer strake, and the fitting of a deck stringer plate.

The endorsement wound up by submitting that the Hamburg Surveyors be informed that, provided the requirements of the Rules for vessels not built under survey were complied with, the scantlings ~~be~~ verified, the additional requirements embodied on the plans ~~be~~ carried out to their satisfaction, and a satisfactory report ~~be~~ received from them, the vessel would be eligible to be classed 100A- "With freeboard" (corresponding to an all season's draught of 6 feet) "For Coasting purposes between Lourenco Marques and Port Elisabeth".

On the 23rd April a letter was written to the foregoing effect to Mr. Chisholm at Hamburg.

The Chief Engineer Surveyor's Department, in an endorsement dated 24th April, dealt with the question of the machinery, plans of which had been submitted for consideration. The endorsement stated that the machinery and boilers had already been examined and the general condition found to be good, and concluded with a submission to the effect that, provided the Surveyors were satisfied with the general condition of the machinery, the top and back combustion plating of the boilers was specially examined and found to show no signs of strain, and the boilers otherwise found in good and safe working condition and the scantlings in accordance with the plan, the machinery of the vessel could be accepted and a notation of LMC (with date) ~~be~~ without the distinguishing mark ~~E~~ assigned, and a letter to this effect was written to Mr. Chisholm on the same day.

On the 23rd May, 1931, Mr. Chisholm wrote stating that the vessel had been purchased by Comm. Wardrop and towed to the yard where the repairs, alterations and survey for classification would be carried out.

Plans of these alterations were submitted, and in an endorsement dated 30th May the Chief Surveyors' Departments submitted that the Hamburg Surveyors be informed that the scantlings and arrangements as shown and amended on the plan

would be approved, provided the alterations were carried out to the Surveyors' satisfaction.

On the 16th June, 1931, an endorsement from the Chief Ship Surveyor's Department stated that, in view of the added weight, an increase in the draught was desired, and Comm. Wardrop asked that the draught might be increased to 6 ft. 9 in.

The plans were therefore again examined, and the endorsement stated that for the restricted service proposed, the scantlings and arrangements were such as could be approved for the increased draught desired, provided there were no openings in the lower deck aft and ample freeing ports were provided, and Comm. Wardrop was informed accordingly.

In an endorsement from the Chief Surveyors' Departments, dated 30th June, 1931, a plan which had been submitted showing the general pumping arrangements was approved, subject to certain requirements being complied with.

On the 6th July the Chief Surveyors' Departments submitted an endorsement dealing with the approval of all the engine shafting, and a diagrammatic plan of electrical installation.

The question of the equipment of the vessel was dealt with in a subsequent communication.

The survey of the vessel at Cuxhaven, Bodenwerder and Bremen was proceeded with, and was completed on the 31st July, and reports signed by Mr. Chisholm, Mr. Meyer and Mr. Goering as regards the hull of the vessel, and by Mr. Bahr, Mr. Meyer and Mr. Krutzfeldt as regards the machinery of the vessel, were prepared. These reports stated that the vessel appeared to be in a sound and efficient condition, eligible in the Surveyors' opinion to be classed 100A1 "with freeboard" - "for Coasting Service between Lourenco Marques and Port Elizabeth", with record of survey 7.31 and notation of S.S.Bmn. No.3 - 7.31, and also a notation of LMC 7.31 and Tail Shaft seen 7.31.

The Surveyors issued Interim Certificates, one dated

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28th July for the hull, signed by Mr. Chisholm and Mr. Meyer, and one dated 31st July for the machinery, signed by Mr. Bahr and Mr. Meyer, as per attached copies.

The reports were received in this Office on the 13th August, and on the same day (before the reports could be examined and dealt with) Comm. Wardrop called at this Office and stated that the vessel had put into Portland owing to her being unable to maintain steam in the boiler. He also stated that he had called in Messrs. Burls, Gordon & Whiteford, and that Mr. Toyne, the Senior Surveyor at Southampton, had joined in the survey and paid three visits between the 11th and the 19th August.

On the 21st August a report of this survey was received from Mr. Toyne, stating that on trying the engines round the harbour the steam dropped from 170 lbs. to 90 lbs. and the vacuum was only 40 per cent. There was a heavy knock on all connecting rod top end brasses, and numerous air leaks in smoke boxes. The air pump valves were found to be wrongly fitted and inefficient. The boilers were found clean, but the air space between the fire bars was very small, the covers were lifted on cylinders and piston valves on the starboard engine, and from the appearance of cylinder walls and piston valve chambers everything was in order. The condenser was tested and found in order. New fire bars were fitted to back section of fire grates, air leaks in casings, etc., closed, and new valves fitted to the air pump, and connecting rod brasses adjusted. The vessel was tried under steam for 4 hours in Portland Harbour and Weymouth Bay. The mean draught of vessel was 6 ft. Steam at commencement 160 lbs., revolution maximum 165. The steam gradually fell to 110 lbs, at which pressure it remained until conclusion of the trial. The vacuum was maintained at 80 per cent. The speed in sheltered water was 5 knots, and against wind and sea 4 knots. The coal used on the trial was Westphalian of very poor quality, and Mr. Toyne stated that North Country coal had now been taken on

board. The vessel was proceeding on her voyage to Port Natal when the S. W. gales moderated.

Mr. Toyne concluded his report as follows:-

"This vessel in my opinion is eligible to remain as classed without fresh record"

It has subsequently transpired that Comm. Wardrop, who is Master of the vessel and part Owner, owing to heavy weather experienced when off Ushant, decided to return to Falmouth.

He has since called at this Office, and again reports the difficulty which has been experienced in maintaining steam, and stated that the coal consumption approximates to 10 tons per day and the speed of the vessel is only about 4 knots.

Comm. Wardrop stated that, although he had not stipulated any speed in taking delivery of the vessel, he was under the impression that if the vessel were classed with this Society it would ensure that she would be capable of maintaining a reasonable speed at sea.

He further stated that the experience gained since leaving Portland had made him come to the conclusion that it is impossible for him to take the vessel to South Africa.

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The case came before the Classing Committee on the 1st ~~instant~~, when, after very full discussion of the circumstances, it was decided to refer it to the General Committee.

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