

Urgent

T.S.S. "GARDENGA"

Vessel 129.5 ft. x 27.8 ft. x 8.35 ft.

Proposed Classification.

not so

This vessel was built in 1904 by Messrs. Klawisser, Danzig, to the Germanischer Lloyd class.

The Hamburg Surveyors state that the vessel is at present under survey with a view to classification with this Society for the restricted class 100 A- "With freeboard" "For coasting service between Lourenco Marques and Port Elizabeth".

Particulars of the machinery and a plan of boiler have now been submitted for consideration.

With steam reciprocating engines having cylinders 247 mm., 380 mm. and 603 mm. diameter by 350 mm. stroke, the size of the crankshafts, viz:- 114 mm. diameter, meets the requirements of the Rules for the original working pressure of 12 kgs. per sq.cm.

The plan of the boiler has been examined and the scantlings meet the requirements of the Rules in force at the time the vessel was built, for a working pressure of 12 kgs. per sq.cm., with the exception of the thickness of combustion chamber top and back plating, which owing to the low tensile strength of the material, is somewhat less than required by the Rules.

Details of the pumping arrangements have not yet been submitted.

The Surveyors state that the machinery and boilers have already been examined and the general condition found to be good.

IT IS SUBMITTED that provided the Surveyors are satisfied with the general condition of the machinery, the top and back combustion plating of the boilers be specially examined and found to show no signs of strain, and the boilers otherwise be in good and safe working condition
1.

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2.

and their scantlings in accordance with the plan, the machinery of this vessel might be accepted and a notation of LMC (with date) without the distinguishing mark #, assigned.

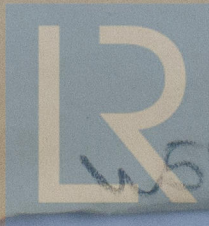
It is concluded that the sizes of the thrust, intermediate and screw shafts and the pumping arrangements are such as could be accepted, but particulars, together with the diameter of the propellers, should be submitted for consideration.

Further, with reference to the proposal to cover the intermediate shafting with low casings of steel plates about 10 mm. thick, it is considered desirable that access to the shaft bearings should be provided, and it is desired to know whether this could be obtained by fitting manholes and W.T.covers, either in the trunks above the stern glands, or, alternatively, in the after bulkhead of the engine room.

Return 1 plan and 2 ref.books.

J.R.B.
24. 4. 31.

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