



## Lloyd's Register of British &amp; Foreign Shipping,

HEAD OFFICE: 71, FENCHURCH STREET, LONDON, E.C.

LLOYDS REGISTER,  
LONDON.REC<sup>d</sup> 30 MAR 1910ANS<sup>d</sup>Vienna <sup>IV</sup>/<sub>2</sub>Schelleingasse 52 <sup>IX</sup>.27<sup>th</sup> March 1910

The Secretary of Lloyd's Register

London

Sir

In reply to your favour of the 15<sup>th</sup> March and also of the 21<sup>st</sup> March I beg to state that the caststeel rudder of the S.S. Galileo, made at the Krodawerke etct. Ges. of Pilsen, has been inspected by me in rough condition on the 15<sup>th</sup> May 1907. This piece was well annealed and withstood the drop and hammering test satisfactorily.

I know the necks of the gudgeons in a Rudder or Sternframe is one of the most dangerous parts of such a casting and therefore I give special attention to it.

If I find the slightest mark of a fault, I try to find out by drilling or chiselling how great the extension is, but in this case, when I saw the rudder in rough condition, but cleaned of sand, so far as could be seen, no faults were found. I much regret that this happened with a casting, examined by me.

At first, when I was transferred to Trieste and visited the works in this country, I rejected several castings

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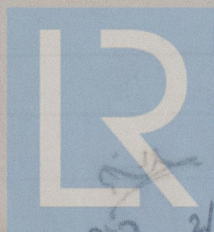


on account of faults like those found in the rudder  
of the S.S. *Galileo*.

I recommended the Steelmakers to bring ribs on in  
the necks of the gudgeons, to prevent such faults,  
as I have seen it done in Germany, and since that  
was done, I have never found severe faults of this  
kind.

Enclosed I beg to send you the documents, you forwarded  
to me.

I am, Sir,  
your obedient servant,  
*W. Wood*



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an account of faults like those found in the cables  
 of the S.S. *Albatross*.  
 I recommended the *Albatross* to bring up an in-  
 vestigation of the engines, to prevent such faults,  
 as I have seen it done in Germany, and since that  
 was done, I have never found severe faults of this  
 kind.

Enclosed I beg to enclose the documents, for forwarding  
 to me.

I am, Sir,  
 Yours obedient servant  
*Wm. M. Smith*

Referred to the Chief Ship Surveyor.  
 and the Chief Engineer Surveyor.

*ad*

MAR 30 1910

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*K.*



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