

COPY.

S Sept 18/21

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

24th June, 1921.

Dear Sirs,

I duly received your letter of the 14th instant, regarding the ex-German steamers "SAUERLAND", "FRIEDLAND", "MUNSTERLAND", "WANDLAND" and "VOGTLAND", now purchased by the Federal Steam Navigation Co., and I received later your letter of the 18th instant, stating that the "VOGTLAND" is now being prepared for survey. With regard to this vessel, I have to inform you that there are no plans or data regarding hull or machinery available in this Office, and the Owners ~~might be~~ asked to endeavour to obtain from the Ministry of Shipping such plans as may be at the disposal of the Ministry.

With regard, however, to the four first-mentioned ships, I have to inform you that the plans of these vessels were examined by the Society's special representatives in Germany last year, and it was reported that the scantlings were such as would enable the vessels to be classed 100 A- "With freeboard". The "MUNSTERLAND" and "WANDLAND" were examined afloat and the structure was found to be in a thoroughly satisfactory condition.

The scantlings have again been examined, and the opinion previously expressed is concurred in, and provided the scantlings be found to be in accordance with those indicated on the plans, the vessels will be eligible to be classed 100 A- "With freeboard", subject to the freeboards to be assigned by the Committee, the same to be marked on the vessels' sides, inserted in the certificates of classification, and recorded in the Register Book.

You should satisfy yourselves regarding the adequacy of the stiffening under the heels of the pillars, and the strengthening of the bottom forward. To entitle the vessels to the figure "1", 130 fathoms of 7" steel wire should be added to the equipment indicated on the plans, and test certificates for the anchors and chains should be produced.

A list of the principal scantlings as copied from the plans in question is forwarded herewith for your guidance, and I have to request that you will furnish all the measurements and particulars detailed on report form 11b, for freeboard assignment.

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m With reference to the machinery, I may say that plans are not available, but particulars of the boilers, engines and pumping arrangements were obtained by the Society's special representatives in Germany last year, and in their opinion the machinery might be accepted for a working pressure of 199 lbs. per square inch, and be eligible for a record of LMC (with date) provided the machinery be examined and found to be in a satisfactory condition, and the scantlings be found to be in accordance with the particulars obtained; this opinion is concurred in. From the particulars obtained, a preliminary first entry report has been prepared for your guidance, and is forwarded herewith.

Provided the working parts of the engines be opened out and examined and be found in good order and safe working condition, the boilers be examined throughout and be found in good condition, the combustion chamber girders be specially examined and found to show no sign of strain, the scantlings of the shafting and of the boilers be found in accordance with the particulars given in the preliminary first entry report, and be otherwise in accordance with the requirements of the Rules, the machinery of these vessels might be accepted for a working pressure of 199 lbs. per square inch, and a record of LMC (with date), without the distinguishing mark for machinery built under survey, would be assigned on receipt of a satisfactory report.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

F A L M O U T H.



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