

W. Fowling

11th. August, 1920.

Dear Captain King,

s.s. "SAUERLAND"

I have to inform you that the plans of the hull and machinery of this vessel have been examined and the scantlings found to be satisfactory.

She was built by Messrs. Bremer Vulkan of Vegesack, and is of the following dimensions 517.8 x 64 x 41.3, the keel was laid in <sup>August</sup> 1915, and she was launched in May, 1918.

As the vessel had already sailed no opportunity was available for the purpose of survey and verification of the scantlings of hull and machinery.

She is the second of four sister vessels, the last two of which, namely, the "WENDLAND" and the "MUNSTERLAND" have been examined and scantlings verified.

Machinery. This vessel is propelled by twin screws driven by triple expansion steam engines, each having cylinders  $28\frac{3}{8}$ ,  $46\frac{7}{8}$  and  $75\frac{5}{8}$  in. diameter with a stroke of  $51\frac{1}{2}$  in. The two engines developing a total of 5800 I.H.P. Steam at a working pressure of 199 lbs per sq. in. is generated in 5 single ended multitubular boilers, having a diameter of 16'2", a length of 12'3" and a total heating surface of 15600 sq. ft.

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Howden's system of forced draught is installed. The whole of the machinery has been built and tested under the inspection of Surveyors to the Germanischer Lloyd and to their requirements. Plans of the engines, boilers and pumping arrangements have been examined and the scantlings shown thereon are such as could be accepted.

The vessel was constructed to the requirements of the Germanischer Lloyd for the class 100 <sup>A</sup>/<sub>4</sub> "With freeboard" with a draught restricted to 30'10".

I am of opinion that provided the hull and machinery be examined and found to be in satisfactory condition and the scantlings be found to be in accordance with those shown on the plan the vessel could be recommended to the Committee to be classed 100 A - "With freeboard" with the record of L.M.C. for machinery.

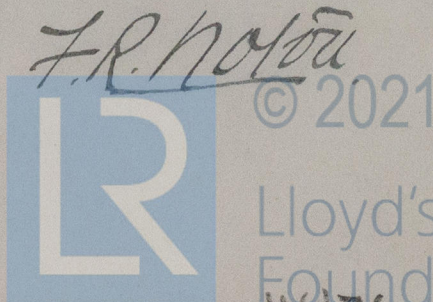
The freeboard assigned would be the same as that fixed by the Germanischer Lloyd.

To entitle the vessel to the figure 1 an additional 130 fathoms of 7 in. steel wire should be placed on board.

I am,

Yours faithfully,

ain J. King, O.B.E., R.D., R.N.R.  
Maritime Service,  
(REPARATION COMMISSION),  
Bridgewater House,  
St. James's,  
LONDON. S.W.1.



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