

House	upper deck beams at side.....	105.4	Built at	Wegesack
stle	Transverse Number.....		When built	1917
in Dk.	Length on deck from fore part of stem to after part of stern post	519-10 $\frac{1}{2}$	By whom	Brem
		51.5-70		

ADVISED TO
Southampton
14176-0193(174)

NEWCASTLE-on-TYNE,

19th August, 1920.

G.L. BROWN

Ministry of Shipping survey the Surrendered German Steel
crew Steamer "SAUERLAND" No. 71541 in the Register Book,
ious dates in July and August, 1920 at Hebburn-on-Tyne,
the purpose of ascertaining the general condition of the

The vessel was placed in dry dock, the bottom
adder examined, the chain cables ranged and examined,
g has been lifted from limbers and all holds, tween decks,
s above coal, peaks and Engine and Boiler spaces examined.
nk top and tank under boilers examined, chain lockers,
hatchways, hatches, casings, coamings, windlass, steering
W.T. doors, anchors and general equipment examined.
ssel has close ceiling fitted in the holds over limbers
ie tank tops being bare.

Spar ceiling is fitted in all cargo spaces.

There were two bower anchors, one stream and one
anchor on board. Twenty two lengths of chain cable 2 $\frac{3}{4}$ " dia.
ng defective length, see below.

From classification papers on board, the vessel
to be classed $\text{\textcircled{A}}$ 100 4 with freeboard from July, 1920
e Germanischer Lloyds.



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Foundation
14176-0193(214)
0199

The following defects and deficiencies were noted
recommended to be made good as detailed below.

FOUND

Length of starboard
keel badly buckled
retaining loose.

At bower anchor stated
to be lost on
across.

After length of port cable
link broken and one stud
lost.

Arrick guy ropes of
quality.

Only one set of tarpaulins
board.

Top of wheel house forming
platform for standard compass
about rails.

House top decks over
commodation leaking in
places.

Telegraph dials in German
language.

No black board for
talking up soundings.

Hand steering gear set and
rusty.

Hatch wedges insufficient.

RECOMMENDED

To be removed, faired and
reriveted.

New bower anchor to be
supplied.
New anchor supplied weighing
101 cwt. 2 quarters.

To be removed, sent to
Proving House repaired and re-
tested.
This length failed in test and
was rejected. Recommended new
length (15 fathoms) to be supplied.

To be renewed.

Two more sets to be supplied.

To have stanchions and
rail fitted.

To be caulked.

New dials in English to be
fitted.

Board to be supplied.

To be opened up and
cleaned.

Sufficient wedges and
spares to be supplied.

The undersigned also recommended that the fresh
water tanks including No. 10 bottom tank be opened out and cleaned
and cement washed.

The cargo spans (chain) be taken ashore annealed
and tested. The windlass be opened up for examination.

AUERLAND

The winches be tried under steam. The steering chains be taken ashore annealed and tested. The chain locker be cleaned and coated.

Telephone communication be fitted from bridge to forecastle and from bridge to poop.

Doorway with bolted plate door be cut each side in saddle hatch casing to facilitate coaling of shelter tween deck bunker spaces.

All boats and life saving appliances, all signal and navigation lights and appliances, crews quarters and their ventilation to be made to comply with Board of Trade Requirements.

The undersigned is of opinion that as far as can be judged from the parts of the vessel which have been examined, the vessel appears to be in a fit condition to run for a period of six months.

A. H. Brown

Surveyor to Lloyd's Register.

One new 15 fathom length of cable has now been placed on board to replace rejected length as above.

W. B. Tiltman

Surveyor to Lloyd's Register.



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