

House  
 m. Dk.  
 upper deck beams at side..... }  
 Transverse Number..... 105.4  
 Length on deck from fore part of stem to after part of } 519-10½  
 stern post ..... }

Built at... Vegesack  
 When built... 1917  
 By wh... Brem

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,  
 various 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  
 deck examined, the chain cables ranged and examined,  
 cargo has been lifted from limbers and all holds, tween decks,  
 spaces above coal, peaks and Engine and Boiler spaces examined.  
 Tank top and tank under boilers examined, chain lockers,  
 hatchways, hatches, casings, coamings, windlass, steering  
 gear, W.T. doors, anchors and general equipment examined.  
 The vessel has close ceiling fitted in the holds over limbers  
 and 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 2½" dia.  
 including defective length, see below.

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



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

FOUND

RECOMMENDED

Length of starboard  
coil badly buckled  
retaining loose.

To be removed, faired and  
reriveted.

At bower anchor stated  
to have been lost on  
deck across.

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

At length of port cable  
link broken and one stud  
missing.

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.

At merrick guy ropes of  
poor quality.

To be renewed.

Only one set of tarpaulins  
on board.

Two more sets to be supplied.

Top of wheel house forming  
platform for standard compass  
without rails.

To have stanchions and  
rail fitted.

House top decks over  
accommodation leaking in  
places.

To be caulked.

Telegraph dials in German  
language.

New dials in English to be  
fitted.

No black board for  
writing up soundings.

Board to be supplied.

Hand steering gear set and  
rusty.

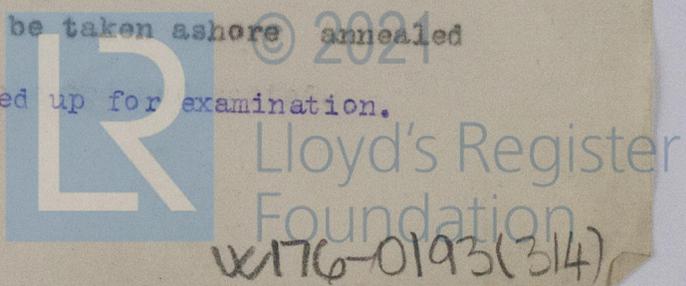
To be opened up and  
cleaned.

Hatch wedges insufficient.

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.



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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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