

C.3706

NEWCASTLE-on-TYNE,

19th October, 1920.

G.L. BROWN

the Ministry of Shipping attend on board the Surrendered German Steel Twin Screw Steamer "WENDLAND" No. 76184 in the Register Book on various dates in September and October, 1920 at Hebburn-on-Tyne, for the purpose of ascertaining the general condition of the Hull.

The vessel was placed in dry dock, the bottom and rudder examined, the chain cables ranged and examined, ceiling lifted from limbers and all holds, tween decks, bunkers above coal, peaks and engine and boiler spaces examined. The tank top and tank under boilers, chain lockers, decks, hatchways, hatches, casings, coamings, windlass, steering gear, W.T. doors, anchors and general equipment examined.

The vessel has close ceiling fitted over limbers only in the holds, the tank tops being bare. Spar ceiling is fitted in all cargo spaces.

There are three bower, one stream and one kedg anchor on board.

The cables are 11 lengths each side 2.12/16" diameter. Test certificate on board gave the length of each cable as 300 metres.

From classification papers on board the vessel appears



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S.S. "WENDLAND"

to be classed <sup>A</sup> 100 4 with freeboard (E) from August 1920 with the Germanischer Lloyd'

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

<u>FOUND</u>	<u>RECOMMENDED</u>
Signs of leakage on house tops over Officers accommodation.	House top decks to be caulked.
Guy tackles to derricks of inferior and unsatisfactory material.	To be renewed.
No sounding machine.	To be supplied.
No relieving tackles to steering gear.	To be fitted.
No canvas covers for ventilator coamings.	To be supplied.
Only 5 tarpaulins (single) on board. These fitted on large weather deck hatchways.	Tarpaulins sufficient for three complete sets for all hatchways to be supplied.
Hatch wedges insufficient in number.	One thousand wedges to be supplied.
Telegraph dials lettered in German.	To be altered to English.

It was also noted that though sockets for two heavy derricks were fitted that no heavy derricks were on board, and that there were no cleats for wedges fitted on tween deck hatchways. Nothing has been done in these matters.

It was also recommended that telephonic communication be fitted between navigating bridge and forecastle and navigation bridge and right aft. That winches and windlass be tried under steam, that steering chains and chain cargo spans be tested, that hand steering gear be cleaned and overhauled, that F.W. tanks including tank under engines be cleaned and coated, that all navigating and signal lamps, and signals, all boats, boats' equipment and life saving

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appliances, ventilation and sanitary arrangements for Officers and Crew be placed in order in accordance 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.

*G. H. Brown*

Surveyor to Lloyd's Register.



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