

W. Lowing

11th. August, 1920.

Dear Captain King,

S.S. "WENDLAND"

I have to inform you that this vessel and her machinery together with the plans have now been carefully examined with a view to classification in Lloyd's Register.

Hull The vessel, which is of the following dimensions 517.8 x 64 x 41.3, is now being completed at the works of the builders, Messrs. Bremer Vulkan, Vegesack. The keel was laid in 1915 and she was launched in November, 1919, and is almost completed. She is a sister vessel to the s.s. "FRIESLAND".

The vessel was constructed to the requirements of the Germanischer Lloyd to ~~the~~ class 100 ^A "With freeboard" with a draught restricted to 30'10".

The scantlings indicated on the plans are such as would entitle the vessel to be classed 100 A - "With freeboard" with the same draught as assigned by the Germanischer Lloyd.

She was examined afloat at the builders' finishing quay and is ^{being} ~~almost~~ completed. The decks, holds, bunkers, engine and boiler spaces, peaks, etc. were all carefully surveyed. The structure was found to be in a thoroughly satisfactory condition and the scantlings appeared to be in agreement with those shown



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shown on the plans.

Machinery. This vessel is propelled by twin screws driven by triple expansion steam engines, each having cylinders $28\frac{1}{2}$, $46\frac{1}{2}$ and $75\frac{1}{2}$ in. diameter with a stroke of $51\frac{3}{16}$ 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. Howden's sytem 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 machinery, main & auxiliary, now completely installed, has been generally examined so far as possible without opening up, the workmanship and materials appear satisfactory, sizes of shafting and other exposed parts have been verified with those shown on plans and the boilers have been examined externally and found tight under steam.

I am therefore of opinion that the hull and machinery of this vessel could be recommended to the Committee for the class 100 A "With freeboard" with the record of L.M.C. for machinery. To entitle the vessel to the figure 1 130 fathoms of 7" steel wire should be placed on board.

Yours faithfully,

F.R. Norton.

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