

## STEEL STEAMER or MOTORSHIP.

MON. 20 JUL 1925

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *15th July 1925*Port of *Hamburg*No. *16426*Survey held at *Hamburg*Date First Survey *28th Dec. 1923*Last Survey *29th June**1925*On the *Steel Twin Sc. Motor Vessel 'AMERIKALAND' (Mach. fitted aft)*State Type (Full scantling, Full plate, Superstructure, etc.) *Full scantling vessel*State Type of Erections *disconnected*TONNAGE under Tonnage Deck *14224*CLASS *+100 A 1*State if with freeboard as condition of Class *no*Built at *Hamburg*Do. of space or space between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 550.08*Launched *20th May, 1925* Yard No. *50*Total *19224*Breadth (greatest moulded) *B 72.0*Builders *Deutsche Werft A.G.*Gross Tonnage *15339*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 44.0*Owners *Adl. Bröström & Son*Register Tonnage *4377*1st Longitudinal Number (L x D) *= 24209*Managers *(Where necessary to be entered in Reg. Book)*2nd Numeral L x (B + D) *= 63810*Residence *Gothenburg*

## REGISTERED DIMENSIONS.

length *564.3*  
breadth *72.2*  
depth *44.13*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.5*Port of Registry *Gothenburg*Draught Moulded *32' 3 3/4"*

If surveyed while building, afloat, or in dry dock

*While building, afloat and in dry dock.*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>Longitudinal framing</i>	<i>See sheet attached</i>	Bracket Floors, Frame	<i>✓</i>	<i>✓</i>
" " from 1/2 length to Collision bulkhead	<i>✓</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	<i>✓</i>
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	<i>✓</i>
IDE FRAMING.			Centre Girder, depth and thickness amidships	<i>2017-11</i>	<i>✓</i>
Frame Amidships, Angle, [ or ]	<i>Longitudinal framing</i>	<i>See sheet attached</i>	" " top Angles	<i>2 90 90 15</i>	<i>✓</i>
" " Extends up to	<i>Longitudinal framing</i>	<i>See sheet attached</i>	" " bottom Angles	<i>2 150 150 16</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>See sheet attached</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>2 12.5</i>	<i>✓</i>
" " Extends up to	<i>✓</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>1200 16</i>	<i>✓</i>
Depth of Framing Girder	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	<i>✓</i>
" " Second 'tween Decks, Angle, [ or ]	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	<i>✓</i>
" " Third " " " "	<i>250 90 115 R.R.</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	<i>✓</i>
Framing in Peaks, Angle or [ Bull angle	<i>270 90 13 F.R.</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating	<i>22 120</i>	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>no</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1350 16</i>	<i>✓</i>
ANTING ARRANGEMENTS (Sec. 7) State system and particulars	<i>Bull angle 300 95 145 305 90 157 1/2 on 2nd frame</i>	<i>✓</i>	Thickness of remainder in Holds	<i>as approved</i>	<i>✓</i>
RENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Rivets best fitted to framing and 3 side keelsons in way of transverse frames as approved</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>yes</i>	<i>✓</i>
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	<i>Longitudinal framing</i>	<i>See sheet attached</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>	<i>✓</i>	" " in way of Bridge, Angle, [ or ]	<i>✓</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, [ or ]	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate	<i>✓</i>	<i>✓</i>	Second Deck, amidships, Angle, [ or ]	<i>✓</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
" " Flat Plate Keel Angles	<i>✓</i>	<i>✓</i>	Third Deck, amidships, Angle, [ or ]	<i>✓</i>	<i>✓</i>
Side Keelsons, No. each side	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
" " thickness of Intercoastal Plate	<i>✓</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [ or ]	<i>✓</i>	<i>✓</i>
" " Angles	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	<i>✓</i>
DOUBLE BOTTOM.			Poop Deck, Angle, [ or ] <i>Bull angle</i>	<i>240 90 13</i>	<i>✓</i>
Side Floors, thickness and spacing	<i>125 685-610</i>	<i>✓</i>	Spacing	<i>185 610</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>no</i>	<i>✓</i>	Bridge Deck, Angle, [ or ] <i>Bull angle</i>	<i>190 75 10</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Spacing	<i>860</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, [ or ] <i>Bull angle</i>	<i>240 90 13</i>	<i>✓</i>
			Spacing	<i>✓</i>	<i>✓</i>



## PILLARS AND DECKS.

	PILLARS	IN SHIP.	Any Departure from Approved Plans to be Noted.		PILLARS	IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	One hold casings			Stringer Plate, breadth and thickness in way of Bridge .....	✓	✓	✓
" " in 'tween Decks, Size and Spacing.....	✓	✓		Thickness of Plating abreast Deck openings in way of Wells .....	✓	✓	✓
" " " " " "	✓	✓		Thickness of Plating abreast Deck openings in way of Bridge .....	✓	✓	✓
" " in Holds " "	✓	✓		Thickness of Plating within line of openings... ..	✓	✓	✓
" " " " " "	✓	✓		If Sheathed, material and thickness .....	✓	✓	✓
Centre Line Bulkhead, under one hold	300-10-100-16			Third Deck.			
Stiffeners and Spacing..... at normal	760			Stringer Plate, breadth and thickness.....	✓	✓	✓
Plating, thickness of .....	14.3 - 12.7			If Plated, state thickness.....	✓	✓	✓
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	✓	✓	✓
Stringer Plate, breadth and thickness	1820 21.5			If Plated, state thickness .....	✓	✓	✓
" " " doubling 1220 22.5				Poop Deck.			
" " " in way of Bridge				Stringer Plate, breadth and thickness .....	1500	10.5	
" Angle medium 200 200 22.5				Plating, Sheathing, material and thickness ...	9		
Thickness of Plating abreast Deck openings) 22.5				Sheathing 75 pine			
Thickness of Plating abreast Deck openings) ✓ ✓ ✓				Bridge Deck.			
in way of Bridge .....				Stringer Plate, breadth and thickness.....	700	12	
Thickness of Plating within line of openings... 12.5				Plating, Sheathing, material and thickness ...	10		
If Sheathed, material and thickness .....	not sheathed			Sheathing 75 pine			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells... ✓ ✓ ✓				Stringer Plate, breadth and thickness.....	1500	10.5	
				Plating, Sheathing, material and thickness ...	9.5-10		
				not sheathed			

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if Joggled?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAFFED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or, to cr.		Diam.	Spacing or, to cr.	
FLAT PLATE KEEL .....	1320	30	24	24		double	32	128	Quintuple	32	120	lapped
" DECK. (if any)	-	-	-	-		-	-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes .....	1695	20.8	14.7	24.8		double	25	100	Quintuple	25	110	lapped
BILGE PLATING, No. of Strakes .....	2100	21.5	17	19		"	25	100	"	25	110	"
SIDE PLATING, No. of Strakes .....	1810	19.8	13.7	13.7		double and treble K.L.M.	25	100	"	25	110	"
UPPER DECK, Sheer-strake .....	1600	22.2	13.7	13.7		double	25	100	Treble	25	90	lapped
UPPER DECK, Sheer-strake in Bridge ...	1340	22.2	-	-		-	-	-	"	25	90	"
STRAKE BELOW Sheer-strake .....	1855	22.2	13.7	13.7		double	25	100	Quintuple	25	100	lapped
STRAKE BELOW Sheer-strake in Bridge ...	-	-	-	-		-	-	-	-	-	-	-
POOP SIDE PLATING .....	-	-	-	14.2		single	19	76	double	19	66	lapped
BRIDGE SIDE PLATING ...	-	-	-	-		-	-	-	-	-	-	-
FOREO'LE SIDE PLATING	-	-	12.2	-		single	19	76	"	19	66	"

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>11 Bulkheads</i>
Extending to Upper Deck (Sec. 3 c)	<i>10</i>
"    Deck next below	<i>1</i>
As per Rule	<i>9</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	✓	✓		
STEM .....	Forging	292-13	Fried Krupp A.G. Essen	
STERN FRAME { Propeller Post .....				
{ Rudder " .....	Forging	305-150	Edo Pressen & Co. Magdeburg	
RUDDER-A×D.....		1625		
Speed of Vessel.....		11.5		
RUDDER mainpiece at head ...		432	Fuchs & Henningshilde A.G. Hildesheim	40% approved
" " heel ...		310		
" how constructed .....	Keyed arms			
" double or single plate .....	single	30.5		
" coupling, vertical or .....	horizontal			
" horizontal .....				

[illegible]

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process*  
*Plates: Gutschhoffmeyer'schulte; Sections: Winningrove Iron Co. St. Louis How, Yorks*  
*Bethlehem Steel Company, Gutschhoffmeyer'schulte Oberhausen.*  
Has the Steel been tested as required by the Rules? *Yes*



EQUIPMENT No. 65520										LETTER JT	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, E.L. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 22.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				Cwts.
69	1st Bower ...	122	1	7	✓	✓	✓	75	13	3	0	East steel Hall Patent	Haniel & Co. Hamburg	20.12.23	
73	2nd " ...	118	0	14	✓	✓	✓	74	7	2	0		Düsseldorf	"	27.12.23
74	3rd " ...	122	1	16	✓	✓	✓	75	13	3	0		"	"	27.12.23
	Collective weight.	362	3	9								344:0:0	Gruen stockless (H. Gruen)	M. Koch	
504	Stream .....	41	2	18				36	19	1	14	40:2:14	Magdet.	Magdeburg	16.1.25

CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Stations.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cr.		Length.	Cr.
181	333	2 1/4	117 1/2	117 1/2	133 1/2	2:2	137 1/2	330	2 1/4	steel link	Deutsche Ma- schinenfabrik Aachen	Duisburg 29.4.25	Steel wire TO LINE	192	7	198	130	7	
184 (Stream Cable or Steel Wire)	130	8	✓	114	✓	-	-	120	8	Guthhoff & Co. Aachen	-	-	-	3	120	8 1/2	120	8	
														3	120	8			120

Steering Gear, *ELECTRIC* *System Hilde Shaw* Steering Gear, Hand *no*

Boats *4 lifeboats* Steering Chains, Size and Test *✓* Windlass *elect. Atlaswerke, Bremen*

Ceiling in Holds, thickness and material *on ceiling on one hold tank top* Cargo Battens, thickness, material and spacing *one holds sides sheathed with 65 mm pine*

Cargo Hatchways, (Upper Deck) *Steel plates and angles* Thickness of Hatches *9 1/4" steel plates (Hogg bars)*

Size of No. 1 Hatchway (Forward) *19' 30"* No. 2 *8 30' 30"* No. 3 *8 25' 30"* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *none*

**DEUTSCHE WERFT**  
AKTIENGESELLSCHAFT

*H. Kellhorn & Co. Gräbner*

Builder's Signature

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, the Requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements. The workmanship is good throughout, all parts conforming well with each other and satisfactory fitted together. The double bottom tanks, peak tanks, deep tank, oil fuel tanks and tanks at side of one holds have been filled and tested as required by the Rules, and were found tight, also the weather deck and water tight bulkheads. The painting arrangements have been carried out as approved and the bottom forward has been strengthened by fitting knee bars at bottom of frames, and in addition to that that side keelsons in way of transverse framing as approved. Anchors and cables compared with the Surveyor and found in order. The freeboard verified and found out in on vessels sides, corresponding to a maximum summer draught of 32' 3 1/2" as shown on Builders Displacement Scale. The steel materials used in the construction have been manufactured at works approved by the Committee and tested by the Society's Surveyors in accordance with the Rule Requirements. The vessel is fitted with wireless telegraphy.*

*The approved plans are returned here with 1. Lashing and 2. Forging Reports are attached.*

The amount of Entry Fee ..... £ *12: 0: 0* Fees applied for, *✓*  
*Freehold* *15: 0: 0* *16th July 1925*  
 Special Survey Fee .... £ *516: 14: 9*  
 Fire damage repairs *10: 0: 0*  
 Travelling Expenses, if any £ *12: 5: 3* Received by me, *188 25*

I am of opinion the Vessel should be Classed *+100 A A with the Special Notation "Longitudinal Framing"*

State whether the Vessel has been built under Special Survey *yes* Signature *A. Kischew Th. Goering.*

Certificate to be sent to *Hamburg Office* Date of issue *24/7/25.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 24 JUL 1925**

Character assigned *100 A*

*Lloyd's Reg. P.* *Imb 6.25. C.L.*  
*oil engines*





GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Approved plans attached:

No. 1 Midship Section

No. 2 Shell Expansion

No. 3 Profile and Deck

No. 4 H. T. Bulkheads and Or Sections

No. 5 Double bottom aft

No. 6 Double bottom and Sections

No. 7 Fore Deck and Paving Arrangement

No. 8 Keel frame and girders in Motor Space

No. 9 After framing

No. 10 Upper deck, Bulkheads of Stringer plate

No. 11 Motor Engine Seating

No. 12 Connection of Hull to Hull plate

No. 13 Propeller Brackets

No. 14 Rudder and Stern post.

No. 15 Sketch showing increase in rudder area.

No. 16 Rudder cross head

No. 17 Bulkheads of Or chamber length Bulkhead

No. 18 Middleline Bulkhead stiffeners

No. 19 Pump Room Bulkhead

No. 20 Poop framing

No. 21 Strengthening at Break of Poop

No. 22 Bridge deck.

No. 23 Hatchways and covers.

Fire damage repairs were done: The fire broke out on the night previous to the day of launching at the fore end of the vessel.

Flat plate keel Flat plate renewed, No. 2 plate removed, faired and replaced.

Shell plating Port side: A strake Nos. 1, 2, 3, 4 and 5 removed, faired and replaced.

B strake Nos. 1, 2, 3, 4 and 5

Shell plating Starboard side: A No. 1 removed, faired and replaced; B Nos. 2, 3, 4 and 5 renewed.

B No. 1 removed, faired and replaced; B Nos. 2, 3, 4, 5, 6, 7 renewed.

C No. 1 removed, faired and replaced; C Nos. 2, 3, 4, 5, 6, 7, 8 and 9 renewed.

D Nos. 1, 2, 3, 4, 5, 6 and 7 renewed.

E Nos. 1, 2, 3, 4, 5 and 6 renewed.

F Nos. 1, 2, 3, 4 and 5 renewed.

Renewed: 28 Plates

Removed and faired

G Nos. 1 and 2 removed; G Nos. 3 and 4 renewed, faired and replaced.

H Nos. 1 and 2 removed; H No. 4 removed, faired and replaced.

I Nos. 1, 2, 3 and 4 removed. K Nos. 1, 2, 3, 4 and 5 removed, faired and replaced.

L Nos. 1, 2 and 3 removed; L No. 4 removed, faired and replaced.

M Nos. 1, 2, 3 and 4 removed, faired and replaced. N Nos. 1 and 2 renewed, N No. 3 removed, faired and replaced.

O Nos. 1 and 2 renewed, O No. 3 removed, faired and replaced.

P Nos. 1, 2 and 3 removed, faired and replaced. Q Nos. 1 and 2 renewed, Q No. 3 removed, faired and replaced.

R Nos. 1 and 2 renewed, R No. 3 removed, faired and replaced.

S Nos. 1, 2, 3 and 4 removed, faired and replaced.

The fore peak tank, deep tank, oil tank and ballast tanks Nos. 1 and 2 filled, tested and found tight.

The repairs were made through work found in good condition.

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower	Anchor	Weight	Drop	Test	Result	Date
1st	"	81:3:14	12	12	5.12.23	Hauch
2nd	"	77:3:11	12	12	5.12.23	"
3rd	"	82:0:4	12	12	5.12.23	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 117 ft., R.Q.D. " ft., Bridge 22.6 ft., Forecastle 51 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Poop and bridge are not joined

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

1 deck steel (not sheathed) with frames, longitudinal framing

Official No. Signal Letters

Is bottom of Vessel coated with cement no if not

particulars of composition Bitumastic (Asphalt)

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, under engines only	91	380	Fore peak tank,	12	7 1/2
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	24	27 1/2
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	27	11 1/2
Double bottom, forward,	✓	✓	Other tanks, if fitted, at side of the main holds	110	21 1/2
Total capacity of double bottom		380	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 68

Date 9 Oct. 1922

Dates of Surveys held while building

28 December 1923.  
3, 12, 23 Jan. 12, 28 Feb. 12, 25 March, 15 April, 5, 18 June, 23, 31 July, 5, 7, 30  
5, 15, 18, 29 Sept. 8, 23 Oct. 4, 27 Nov. 5, 13, 29 December 1924, 1, 15, 31 January  
5, 13, 18, 24, 28 Feb. 5, 9, 10, 17, 21, 25, 26, 31 March, 4, 7, 16, 18, 20, 21, 24 Apr  
4, 5, 6, 8, 9, 12, 16, 18, 20, 29 May, 12, 25, 27, 29 June 1925