

COPY.

# Lloyd's Register of Shipping.



Port

Baltimore, Maryland

20th December, 1941

This is to Certify that

Robert W. Stonehouse

the undersigned Surveyor to this Society did at the request of the Owner's Representative survey the twin screw motor vessel

"AMERIKALAND"

15355 tons gross of Gothenburg, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained (1) by striking cement dolphin in Cruz Grande Harbour, Chile, on 23rd Nov. 1941, whilst on voyage from Sparrows Point to Cruz Grande, (2) by touching Gatun Sluice in Panama Canal on 27th May 1941, whilst on voyage from Cruz Grande to Baltimore, (3) by striking submerged object whilst on voyage between Cruz Grande and Baltimore, Voyage No. 142, (4) by dropping anchor in a hurry to avoid collision, between Cape Henry and "T.M.Bouy" on 10th Dec. 1941.

For further particulars please see ship's Log Book.

On examining the vessel in drydock at the plant of the Bethlehem Steel Co.'s Upper Yard, Key Highway, Baltimore, Md. on 13th December 1941, and subsequent dates, the undersigned

Found

Recommended

Damage 1.

Starboard Side

A strake, plate 1 indented.  
B strake, plate 1 indented.  
J strake, plate 1 indented.  
K strake, plate 1 indented.  
K strake, plate doubler indented.  
L strake, plate 1 indented.  
M strake, plate 1 indented.  
M strake, plate doubler indented.

To remove, fair and rivet.  
To be renewed.  
To be renewed.  
To be renewed.  
To be renewed.  
To be renewed.  
To remove, fair and rivet.  
To remove, fair and rivet.

Port Side

A strake, plate 1 in way of scarp at bottom of stem bar.

B strake, plate 1 indented.  
J strake, plate 1 indented.  
K strake, plate 1 indented.

To release as necessary for access to scarp at bottom of stem bar and afterward rivet.  
To be renewed.  
To be renewed.  
To be renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances ever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."





Found

K strake, plate doubler indented.  
L strake, plate 1 indented.  
M strake, plate 1 and doubler in  
way of scarp at top of stem bar.

Stem bar buckled between 6'6" mark  
to 34'6" mark.

Damage 2.

Port Side

O strake, plate 4 indented.  
H strake, plate 4 indented.  
O strake, plate 3 indented.

Bilge keel bar in way of plate G4  
buckled.

Stbd. Side

Plates O3 and H3, loose and started  
rivets and seams.

Damage 3.

Stbd. propeller, all blades bent  
over at tips and leading edges  
gashed.

As a result of examination of tail-  
shafts, P. & S. liners worn in way of  
packing and bearings.

Port rope guard missing.

Rudder

Rudder clearance too small.

As a result of examination of rudder,  
6 gudgeon bushes worn.

Damage 4.

Stbd. brake band, lining worn.

Recommended.

To be renewed.

To be renewed.

To be released as necessary for access  
to scarp at upper end of stem bar and  
afterwards rivetted.

Stem bar to be renewed between upper  
and lower scarps.

To be renewed.

To be renewed.

To be partially released, faired and  
rivetted.

To be removed, faired and rivetted.

Rivets and seams to caulk.

Blades to be faired and edges dressed  
up.

Port and Stbd. tailshafts to draw in  
for examination.

Tailshafts to place in lathe and lin-  
ers to skim.

Both bushes to rewood and stern glands  
to repack.

To be renewed.

To be lifted for examination and new  
riser buttons to fit.

6 Gudgeon bushes to be renewed.

Brake band to be relined.

Further recommended that all necessary removals be replaced and  
(where damaged in course of above repairs) repaired or renewed as necessary  
that the fore peak tank, and No. 2 port and Stbd. wing tanks be filled with  
water, tested, and proven tight, and repairs suitably coated on completion,  
and rudder and windlass to be tried out and proven in good order.

These recommendations made so as to place the vessel in the same  
good and efficient condition as before the damage was sustained.

FEB 23 00  
EXPS 27 25

(Signed) Robert W. Stonehouse  
Surveyor to Lloyd's Register of Shipping



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Foundation