

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

"AMRIKALAND"

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. H. 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.

Stbd. Side

A strake, plate 1 indented.	To remove, fair and rivet.
B strake, plate 1 indented.	To be renewed.
J strake, plate 1 indented.	To be renewed.
K strake, plate 1 indented.	To be renewed.
K strake, plate doubler indented.	To be renewed.
L strake, plate 1 indented.	To be renewed.
M strake, plate 1 indented.	To remove, fair and rivet.
M strake, plate doubler indented.	To remove, fair and rivet.

Port Side

A strake, plate 1 in way of scarp at bottom of stem bar.	To release as necessary for access to scarp at bottom of stem bar and afterward rivet.
B strake, plate 1 indented.	To be renewed.
J strake, plate 1 indented.	To be renewed.
K strake, plate 1 indented.	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 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 its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Found

Recommended.

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.

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

Stem bar to be renewed between upper and lower scarps.

Damage 2.

Port Side

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

To be renewed.
To be renewed.
To be partially released, faired and rivetted.
To be removed, faired and rivetted.

Bilge keel bar in way of plate C4 buckled.

Stbd. Side

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

Rivets and seams to caulk.

Damage 3.

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

Blades to be faired and edges dressed up.
Port and Stbd. tailshafts to draw in for examination.

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

Tailshafts to place in lathe and liners to skim.
Both bushes to rewood and stern glands to repack.

Part rope guard missing.

To be renewed.

Rudder

Rudder clearance too small.

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

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

6 Gudgeon bushes to be renewed.

Damage 4.

Stbd. brake band, lining worn.

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.

FEE 230 00
EXPS 27 25

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



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Foundation