

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

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Date of writing Report 7th Jan. 1942 When handed in at Local Office 13th Jan. 1942 Port of Baltimore, Md.
 Survey held at Baltimore, Md. Date, First Survey 15-12-41 Last Survey 20-12-1941
 Book 19135 No. of Visits 4
 on the Machinery of the Woodchopper Steel T.S.M.C. "AMERIKALAND"

Gross 15355	Vessel built at Hamburg	By whom Deutsche Werft A.G.	Year. Month.
Net 3320	Engines made at Berlin	By whom Algemeine Elek. Ges.	When 1925 6
al 1313	Boilers, when made (Main) -	(Donkey) 1925	
Boilers -	Owners Angf Aktieb Tirfing	Owners' Address -	
new Boilers 1 DB	Managers T.E. J. son Brostrom	Port Gothenberg Voyage -	
re- -	W/Surveyed Afloat and in Dry Dock Bath. Steel Co.'s Upper	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
Boilers 114 lb.	(State name of Dock) Yard, Key Highway		

Report No. Port

Particulars of Examination and Repairs (if any) Damage, Comp. D.B.S. and L.M.C. (C.S.)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he took his services for this purpose, and why they were declined Report made

Damage report made by anyone else? If so, by whom? Underwriter's Surveyor

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Surveyor examine the Safety Valves of the Main Boiler?

Surveyor examine the Safety Valves of Donkey Boiler?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Shaft now been changed? If so, state reasons

Shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

examination of Screw Shaft P.S. 14-12-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft: close fit

parts, when referred to by numbers, should be counted from forward.

Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Is not complete, state what arrangements have been made for its completion and what remains to be done Please see form 7E.

Damage stated to have been caused by striking submerged object whilst on voyage between Cruz Grande and

more, Voyage No. 142.

one - Vessel placed in drydock.

Propellers, stern tube and outside fastenings examined.

Starboard propeller, all blades bent over at time and leading edges gashed.

Both tailshafts drawn in and examined.

Port rope guard missing.

Effect - Starboard propeller, all blades fairied and edges dressed up.

Port and Starboard tailshaft liners skinned up.

Port and Starboard stern bushes rewooded.

(P.T.O.)

Observations, Opinion, and Recommendation:

any alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.G.M.S. 9.11, *L.M.C. 9.11, or CS 3.34, 140 lb. F.D., &c.)

The Machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to be classed, with fresh record of D.B.S. 9.41 as previously recommended, T.S. (P.G.S.) 12.41, and notation L.M.C. (C.S.) with date on completion of the survey.

per Section 29) * LMC (CS) £ \$55.00	Fees applied for
per Section 29) £ 80.00	Jan. 7, 1942
per Section 29) Late Fee £ 10.00	Received by me,
per Section 29) £ 2.25	19

Robert W. Stenhouse
Engineer Surveyor to Lloyd's Register of Shipping

Initial Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, is to be sent to



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Foundation

T.S.M.V. "AMERIKALAND"

(Mach'y Cont'd)

Stern glands repacked.

Port rope guard renewed.

L.M.C. (CS) - The following machinery parts opened up and examined, found or placed in good order:-

Port & Stbd. Main Motors

Thrust carriages, thrust shafts, intermediate shafts and bearings.

Nos. 5 & 6 main bearings and journals.

Port Motor compressor complete, including intercoolers. (tested to Rule Requirements).

Repairs Effected

Port motor main compressor gudgeon pin renewed.

Gudgeon holes in piston bored out true.

Other minor repairs effected.

D.B.S. - Donkey Boiler examined under steam and safety valves adjusted to above stated pressure.

Notes & Part C & Appendix A

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9.3.42

Book 12.41