

Rpt. 8

Port. Baltimore, Md. 2 MAY 1961 No. 12077

Date of writing Report April 3, 1961 When handed in at Local Office 1961-4-61 Received London
Survey held at Baltimore, Md. No. of Visits 4 First Date MARCH 24 1961 Last Date MARCH 25 1961

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules)

63203 on the Iron or Steel ~~MSX~~ "GYPSY KING" (ex "Gypsum King")
Built at Haverton Hill By whom Furness S.B. Co. Ltd.
Owners Stanhal Navigation Limitada S.A. Panama Owner's address (If not already in R.B.)
Managers George Carras, Inc., Panama Port of Registry PANAMA
Surveyed Afloat or in Drydock Drydock Name of Dock Maryland S.B. & D.D. Co. Date of last examn. in Drydock 24-3-61

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

{ Last Report: No. 11396 Port. PDR
{ To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

SHIP'S CLASS			Machinery	
Date of Special and of Drydocking Surveys, etc.				
*100A1			*LMC	
DS	4-60		ES	4-57
SS	4-57		MBS	4-60
SS	(DR)	12-52	TS (CL)	6-59N.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Yes Freeboard as marked on ship and now verified ft. ins.
not required Was a damage report made by anyone else? If so, by whom? Not known - See Rpt.

EXAMINATION AND REPAIRS AS PER RULE FOR Damage to the bottom shell, tank top, double bottom structure and stern frame stated to have been sustained when the vessel grounded on the Great Ledge Bank, off New Bedford, Massachusetts on the 26th February, 1961 whilst on voyage from Boston to Philadelphia in ballast condition. (See also Philadelphia Report No. 11396 dated March 24th, 1961).

Temporary repairs to the bottom shell and tank top, including repairs to the stern frame were carried out at Philadelphia prior to the vessel proceeding to Baltimore for testing of the double bottom tanks in drydock.

NOW DONE:

Vessel placed in drydock and the double bottom tanks satisfactorily pressure tested for examination of the above mentioned temporary repairs.

Examined internally, the port and starboard No. 3 double bottom tanks and the structure found satisfactory for the proposed voyage to Naples with a coal cargo.

The repairs to the stern frame sole piece, effected at Philadelphia, examined and found to remain satisfactory.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired		PLEASE	SEE	REPORT				
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? No Is Classification Certificate required? If so, to be sent to No
If so, is the Report sent now, or when will it be sent? - Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel, so far as now seen, is in efficient condition, and eligible, in our opinion, to remain as classed with fresh record of docking, 3-61, subject to the bottom shell, tank top, double bottom structure and stern frame being examined and dealt with as considered necessary by the end of April, 1961.

E. F. Jones
Surveyor to Lloyd's Register of Shipping

Date of Committee NEW YORK APR 12 1961

Minute Voted for Header

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR.

SURVEY

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and preserved in drydock	YES NO or NONE Yes	F.P. Tank	No	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	good	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	good			
Ventilator coamings, skylights, companionways and closing appliances	good	Fresh Water Tanks	No. 3. P&S only	All DB'S (see Rot.)
Holds	part ex. - good	Deep Tanks	No	No
'Tween Decks	not examined	Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	not examined	Side Tanks	-	-
After " "	not examined	Wing Tanks	No	No
Engine Space	not examined	Other Tanks	-	-
Boiler "	not examined	Cargo Tanks (Tankers)	-	-
Under Engines and Boilers	not examined	Cofferdams	-	-
Tunnel and Well	not examined	Pump Rooms	-	-
Coal Bunkers	none			
Chain Locker	not examined			
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Strums in Cargo Tanks (of Tankers) been removed?		-
		Have Tanks been Retested as necessary after completion of any Repairs?		No repairs.

Have the spaces now surveyed been cleared and cleaned as necessary?.....Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?.....No

Have the bilges been cleaned out and examined?.....No

Has cement in bottom been examined?.....No

Has steelwork had rust removed and afterwards been recoated as necessary?.....No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?.....No

Has a Load Line Survey been held?.....No

If so, state which.....-

Have the shell and deck plating been drilled as per Rule?.....No

If so, Report 8(Dr) to be attached.....-

Have any alterations to the approved scantlings and arrangements now been effected?.....No

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	efficient	Ceiling and Cargo Battens.....	none	Sluice Valves examined and found.....	not examined.
" " in way of side scuttles.....	not exam.	Cement or Asphalt.....	not examined	Air and Sounding Pipes.....	part exam. -good
Rudder and Sternframe.....	efficient	Cargo and other Hatchways.....	good	Doubling Plates under Sounding Pipes.....	not examined
Decks	good	Hatches and closing appliances.....	good	Masts and Rigging examined and found.....	good
Superstructures and their closing appliances.....	good	Ventilators, their coamings.....	good	Condition, how ascertained.....	from deck
Coamings and Casings.....	good	and closing appliances.....		(State if wedges removed)	
Beams and Fastenings.....	not examined	Companionways and Skylights.....	not examined	Chain Locker	not examined
Frames.....	part examined - efficient	Shell Openings	none	EQUIPMENT	
Reverse Frames.....	in No. 3 DB-efficient	Ash Shoots	-	Equipment Letter	
Longitudinals	in No. 3 DB-efficient	Overboard Discharges and Scuppers.....	not examined	Anchors, No. of.....	Condition.....
Transverses	-	Freeing ports	good	Cables (State if now ranged and examined).....	No
Floors	in No. 3 DB - efficient	Steering Gear (Main and Auxiliary).....		" length.....	mean diam.....
Keelsons	in No. 3 DB - efficient	examined and found.....	good	(on board)	
Stringers	-	Windlass examined and found.....	good	" Rule Length.....	Size.....
Inner Bottom Plating.....	efficient	Pumps " " ".....	-	Hawsers and Warps.....	sufficient
Bulkheads and Tunnel.....	part exam-efficient	W.T. Doors " " ".....	good	State if any Anchors or Chain Cable have.....	
				now been supplied or retested, if so,	
				complete Report 8 (Eq) and attach.	No

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below
SRL No. 180 & App. No. 7.

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee	
Special Damage or Repair Fee (if any)		\$ 125.00
Travelling Expenses (if chargeable)		\$ 26.00
TELEPHONE EXP.		\$ 10.00

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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