

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th March 38 When handed in at Local Office 19th March 38 Port of Baltimore, Maryland

No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey February 28 Last Survey March 11th 1938 (No. of Visits 9)

5447-25891 on the ~~Wood, Iron~~ Steel Single Sc Sr S.S. "GYPSUM KING"

TONNAGE:- Built at Haverton Hill-on-Tees By whom Furness S.B. Co. Ltd. When 1927 3
GROSS 3915 Owners Gypsum Packet Co. Ltd. Owners' Address
UNDER DECK 3404 Managers Port belonging to Middlesbrough
NET 1970

Surveyed Afloat or in Dry Dock? both Name of Dock Maryland Drydock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 38179 Port NYK

(Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

Was a damage report made by anyone else? If so, by whom? Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Damage stated to have been sustained when vessel grounded October 15, 1937, whilst on voyage from Campbellton to Bathurst, and (2) Conversion from coal to oil fuel burning.

Vessel placed in dry dock, bottom, rudder, cleaned, examined, found or made good and recoated.

(1) Now Done for Damage:-(P.S.) A - 2 faired in place, A - 3 renewed, B - 1 removed, faired and replaced.

(S.S.) B - 1 removed, faired and replaced, bilge keel plate faired and part new.

K - 2 renewed, one butt strap renewed.

Approximately fifteen hundred rivets renewed and leaking seams caulked and welded in way of fore peak, #1, 2, 3 & 4 tanks Port & Starboard. Tanks tested and proven tight.

Rudder:- Lifted, five pintles removed, sleeves skimmed and gudgeon bushes renewed.

Carrier bearings faced off and made good.

(Cont'd)

SUMMARY OF DAMAGE REPAIRS:-		Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:-
Renewed	2	2							1 keel plate & one butt strap.
Removed and Faired or Repaired	1								
Faired or Repaired in place	1								

PRESENT CONDITION OF THE		State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
Decks	Good	State if Tanks now tested	Yes	Dblg. Plates under Sounding Pipes	"	(State if on Felt)	"
Caulking of Decks	"	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	Good
Coamings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	"
Beams & Fastenings	"	Cement or Asphalt (State which)	Good	Oil Bunkers	Good	Masts, Yards, &c.	"
Outside Plating	"	Rudder	"	Scuppers	"	Condition, how ascertained	"
" " in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	"
Breasthooks	"	Windlass	"	Hatches	"	Sails	"
Transoms	Good	Have pumps now been examined and found efficient?	"	Planking of Wood Vessels	"	Equipment letter	W
Frames	"	Have Sluice Valves now been examined and found efficient?	Good	Caulking ditto	"	Anchors, No. of	3B 1S
Reverse Frames	Good	Have Watertight Doors now been examined and found efficient?	Good	Treemills ditto	"	Chain Locker	Good
Longitudinals	"	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson ditto	"	Cables (State if now ranged)	Yes
Transverses	"			Transoms Pointers, & Crutches ditto	"	length 270 mean diam. 2 1/16	
Floors	"			Timbers of Frame at openings ditto	"	Rule length 270 size 2 1/16	
Keelsons	"			Ditto Ditto at other places ditto	"	Hawser & Warps	Good
Stringers	"			Stringers, Clamps & Shells ditto	"	Standing and Running Rigging	"
Inner Bottom Plating	"			Salting ditto	"		

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptn24, &c."

This vessel is now in good condition and is eligible, in my opinion, to remain as now classed and have fresh record of survey 3-38 and Fitted for oil fuel 3-38 F.P. above 150°F. in the Register Book.

Survey Fee (per Section 29) £50.00
Special Damage or Repair Fee (if any) £65.00
Travelling Expenses (if chargeable) L.F. \$10 £12.00
Second Surveyor's Fee (if any) £

Fees applied for, March 17 1938
Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100A1

Note. Fitted for oil fuel 3-38 F.P. above 150°F.

T.S. 3-38

004861-004865-0022 1/2

S.S. "Gypsum King"Hull

Port & Starboard Sampson post on forward poop deck stiffened by suitable brackets under decks and stay pads reriveted at #1 Starboard and #3 & 4 Port posts.

Telegraph overhauled and proven in good order.

Sound pipes to fore peak and #2 Starboard D.B. tank renewed.

Anchors and cables ranged, examined and found or made good.

Flukes and shackles freed on spare, kedge and bower anchors.

Hatch pads and lugs renewed as required.

Bulwark braces faired and reriveted to deck.

Deck tested and proven tight.

Steering Engine:- Control valve bored, new valve fitted, new piston rings fitted and thrust washers fitted on crank shaft.

Steering gear:- Chains annealed.

Telemotor:- Completely overhauled, plungers renewed to original size with neck bushes and glands, system cleaned and steering gear tested and proven in good order.

Anchor windlass:- Completely overhauled, examined and now in good condition.

Sluice valves:- Two in #2 and two in #3 holds overhauled and now in good order.

(2) Oil Fuel Conversion:- Cross bunker thoroughly scaled, cleaned and new swash bulkheads fitted as required, all lightening holes in present centre line bulkhead, except the two bottom rows, closed with bolted plates.

New swash bulkheads built half way between centre line and shell extending from tank top to main deck, with lightening holes and material in accordance with approved plans.

Coal bunker doors removed and openings permanently closed with plates of the same thickness as bulkhead, with necessary stiffening.

Ventilators on deck removed and openings permanently plated over.

Hatch coamings on poop deck removed and openings permanently plated over with plates of same thickness as poop deck, deck longitudinals extended under new plating, with backing pieces at butts.

Two manholes, with 18" coamings, fitted on Port and Starboard sides of centre line bulkhead, covers hinged and fitted with necessary gaskets, dogs and tumble bolts.

Two ladders fitted in way of manholes and reaching to bottom of tank.

Gutter bars fitted at forward and after bunker bulkhead, across tank top.

Sheathing fitted on the forward bunker bulkhead with portable section in way of gutter bar to allow of cleaning same.

Necessary filling and air vent lines fitted, examined & found in order.

Two sounding pipes with deck and striking plates fitted, examined and found in order.

High and low suction installed on each side of centre line, with valves inside and outside of boiler room bulkhead.

Inside valves with extension rods to fidley and outside valves operated in boiler room.

Smothering lines installed in each tank.

Bunker tank tested and proven tight.

The aforementioned conversion has been effected in accordance to Rule - Section 26 complied with.

Approved plans returned herewith.