

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

(Received at London Office APR - 2 1938)

Date of writing Report 19th March 1938 When handed in at Local Office 19th March 1938 Port of Baltimore, Maryland

No. in Survey held at Baltimore, Maryland Date, First Survey February 28 Last Survey March 11th 1938
 Reg. Book. 25881 on the Machinery of the Wessex Iron & Steel SINGLE SCREW S.S. "GYPSUM KING" (No. of Visits 9)

Tonnage { Gross 3915
 Net 1970 Vessel built at Haverton Hill-on-Tees By whom Furness S.B. Co. Ltd. When 1927 - 3

Nominal { 409 NHP
 Horse Power { Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. When 1927

No. of Main Boilers 2 SB Boilers, when made (Main) 1927 (Donkey)

No. of Donkey Boilers 1 Owners Gypsum Packet Co. Ltd. Owners' Address Port Middlesbrough Voyage ---

Steam Pressure in Main Boilers 190 lb. Managers ---

If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers --- Maryland Drydock

Last Report No. --- Port ---

Particulars of Examination and Repairs (if any) M.S. & O.F. Conversion #100 A1 12,36
ssN.Yk.No.2-35

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined Underwriters

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

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

" " Donkey " " " " ---

Was this not done, state for what reasons? ---

And what parts of the Boilers could not be thus thoroughly examined? ---

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ---

State latest date of internal examination of each boiler ---

Did the Surveyor examine the Safety Valves of the Main Boiler? ---

Did the Surveyor examine the Safety Valves of Donkey Boiler? ---

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

Did the Surveyor examine the drain plugs of the Main Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? ---

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Has shaft now been changed? No If so, state reasons ---

Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

State date of examination of Screw Shaft March 4, 1938 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Special Periodical #3

M.S. the following items will have to be examined:- Thrust shaft, bearings & shoes, all eccentric sheaves & straps, #1, 3 & 6 main bearings and journals, generator & lighting installation.

Now done for #3 Special Periodical M.S.:- H.P., I.P., L.P. cylinders, pistons, rings, rods, covers, valves, chests, spindles, gears and attachments, crossheads, guides, brasses, top and bottom ends examined and found or made good.

#2, 4 & 5 main bearings & journals, air pump, bucket, rod, valves and cover, feed and bilge pump rams, valves and chests. Circulating pump, bucket, rod, valves and covers, examined and found or made good.

Auxiliary feed, sanitary, fresh water, two ballast pumps examined and found or made good.

Fan engine and forced draft system examined and found good.

Pumping arrangement:- Valves, cocks, pipes and strainers examined and found in order.

With vessel in dry dock Screw shaft was drawn, examined and found good. (Cont'd.)

General Observations, Opinion, and Recommendation:—

(State clearly what 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 any 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.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery and boilers are in good and safe condition and are eligible, in my opinion, to remain as now classed, and have notation of "Fitted for oil fuel 3-38 F.P. above 150° and M.S. (with date) when survey has been completed, and T.S. C.L. 3-38 in the Register Book.

Survey Fee (per Section 29) M.S. £ 30.00 Fees applied for March 17 19 38
Oil Fuel £ 50.00
 Special ~~MAINTENANCE~~ Repair Fee (if any) T.S. £ 20.00
 (per Section 29.) L.F. #10 £ 6.00
 Travelling expenses (if chargeable) ---

Committee's Minute ---

Assigned As now

NEW YORK MAR 23 1938

T.S. 3-38

is partly held

Engineer Surveyor to Lloyd's Register of Shipping.

004861-004865-0027 1/2

Lloyd's Register Foundation

S.S. "Gypsum King"Machinery

Stern bush examined, wood renewed and made good, stern gland repacked.

Propeller, one blade faired and nuts hardened up on all blades, new cement fitted.

Sea valves overhauled, examined and made good.

Oil Fuel Conversion:- Complete fuel oil service pumps, heaters, strainers, air chambers, regulating valves, gauges, thermometers, and all connections necessary for the two units, of the "Todd" manufacture, installed on suitable foundations in Boiler Room.

Suction pipes, from service pumps to fuel oil bunker valves, fitted, examined and tested to 300 lbs. pressure and proven good and tight.

Oil Pressure piping, of solid drawn steel and of required size, fitted to burners and heaters, examined and tested to 400 lbs. pressure and proven good and tight.

Steam and exhaust piping to pumps, heaters, fire extinguishers etc. installed, examined and found in order, valve control rods lead to accessible position outside Boiler Room.

Valves interposed between the pumps and suction pipes, examined and found in order.

All valves in connection with the fuel oil apparatus are constructed so as to prevent any possibility of the covers being slacked back or loosened when operating the valves.

Fire extinguishing lines installed, examined, tested and found in order.

Furnace front parts refitted with new where required and furnaces bricked as necessary.

Drip pans fitted under each furnace, strainers and service pumps.

Open inspection tank furnished and installed, with required fittings to take returns from coils and heaters through suitable traps, examined and found in order.

Heating coils in bunker examined, tested to 300 lbs. and found good and tight.

Pneumoficator gauge fitted.

Upon completion, examination and testing of fuel oil apparatus and with oil in bunker, the burners were lighted, the apparatus operating in a satisfactory and efficient manner.

Oil fuel apparatus in accordance to Rule - Section 20 complied with.