

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 7th July 1942

When handed in at Local Office 7th July 1942

Port of New York

WRECK SECTION

No. in Survey held at New York

Date, First Survey 22nd May

Last Survey 19th June 1942

24685 on the ~~Wood & Iron~~ Steel S.S. "GYPSUM EMPRESS"

TONNAGE:-

GROSS 4034

UNDER DECK 3404

NET 2071

Built at Haverton Hill-on-Tees By whom Furness S.B.Co.Ld.

When 1929

MONTH 4

Owners Gypsum Packet Co.Ld.

Owners' Address -

(if not already recorded in Appendix to Register Book)

Managers -

Port belonging to Middlesbro'

Surveyed Afloat or in Dry Dock? Both

Name of Dock Brewers D.D.Co.

Destined Voyage -

Cell D B D B a

feet; u E &amp; B

feet; J

feet; Staten Island, N.Y.

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 42256

Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained through (1) collision with the S.S. "ISAAC T. MANN" of Wilmington, Del. at 11:38 a.m. on May 20th, 1942 in Long Island Sound, while on a voyage from Digby, N.S. to Philadelphia; (2) grounding while shifting from anchorage outside of New London Harbor into the Harbor to effect repairs at 3:22 p.m. on May 21st, 1942; and (3) collision with the Tug boat "LT. COL. MATTHEWS" while leaving anchorage off Little Gull, New London at 2:24 p.m. on May 20th, 1942.

WORK DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame, propeller, and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Decks, casings, hatchways, hatches, cleats & fastenings, vents with coamings & covers, air & sounding pipes, windlass, steering engine, scuppers, skylights, boats, hawsers & warps & general equipment examined and all found or now placed in good condition. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	14						1	1 plate part renewed.
Removed and Fair'd or Repaired	4						1	5 bulwarks
Fair'd or Repaired in place	2							4 bulwarks
								1 bulwark

PRESENT CONDITION OF THE	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-
Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	-
Planking of Decks	"	Cement or Asphalt	Good	Oil Bunkers	"	When fitted, Month	Year
Stowage	"	Rudder	"	Scuppers	Good	Boats	Good
Stowage & Fastenings	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Outside Plating	"	Windlass	"	Hatches	"	Condition, how ascertained	from deck
" " in way of sidelights	"	Have pumps been examined and found efficient?	"	Planking	"	(State if wedges removed.)	-
Frames	Good	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Equipment letter	-
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Anchors, No. of	-
Longitudinals	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)	No
Transverses	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" length (on board)	-
Stowage	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" Rule length	-
Stowage & Fastenings	"			" " at other places	"	Chain Locker	-
Outside Plating	"			Stringers, Clamps & Shelves	"	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Standing and Running Rigging	Good
Have the Tanks been tested?	Yes					Sails	-

## General Observations, Opinion as to Class, Recommendation, &amp;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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion to be continued as classed with fresh record of survey 6-42.

(Fee: \$75.00)

Charged to Pocahontas S.S.Co (Exp: 5.00)

Collision dge. \$200.00

Grounding \$130.00

Collision with tug \$25.00

Travelling Expenses (if chargeable) New London \$4.00

&amp; Mariners Hbr.

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned 100 AI

Fitted for oil fuel 431 F.P. above 150°F.

T.S. 6-42

without condition

Fees applied for,

Received by me,

19

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1164-0235 1/2



Fresh water tank after peak contaminated by oil from broken lines, cleaned of all oil and made ready for carrying fresh water.

Repairs due to Damage:- Damage (1)

On starboard side abreast of No.4 hatch, the following were renewed:

Strake plates E12 & 13, F10, G9, H9, J9 & 10, 1 bulwark plate, 6 bulwark stays.

Starboard after liferaft angle carrier skids, starboard after lifeboat ~~platform~~, and after davit for same, 1 deck stringer plate.

All damaged frames, floors, intercostals and other internal damaged steel work including tank tops and bulkheads.

Damaged air, sounding and suction pipes, and

All oil soaked ceilings, in way of above.

Cropped & Part Renewed: Strake plate #E11, bulwark rail, 1 deck stringer/plate, and in way of stringer plate. (This and above stringer plate renewed with one plate).

Faired in Place: Strake Plates F11 and J12, poop sheerstrake plates Nos.2&3 from aft, 2 bulwark plates, 1 inboard deck plate, deck rails on poop deck starboard side.

Removed, faired and refitted: Strake Plates H10 and J13.

Wing tank and double bottom tank in way of damage were tested on completion of repairs and proven tight, tank top ceiling was lifted and replaced after tanks were tested.

Decks hose tested and proven tight upon completion of repairs.

Nos.3 & 4 double bottom tanks, starboard after wing tank, fireroom tank top, fireroom bilges and wells cleaned and certified gas free before commencing repairs.

Damage 2: Renewed on starboard side: D strake plates Nos.1,2,3,4,5,6 & 7 and approximately 35 ft. of bilge keel.

All damaged, frames, floors, intercostals or any other damaged internal steel work including tank top and bulkheads were renewed.

No.2 starboard double bottom tank cleaned and certified gas free before commencing repairs.

Double bottom tank in way of damage tested and proven tight after completion of repairs, tank top ceiling lifted and replaced after tanks were tested.

Two blades of propeller faired, blade nuts hardened and broken cement in way removed.

Damage 3: On Starboard side abreast of No.1 hatch the following were renewed:

4 bulwark stays and one 6" cast iron goose neck air pipe.

Faired In Place: 2 bulwark stays, and 1 bulwark plate.

Removed, faired and Refitted: 1 bulwark plate and bulb angle rail.

All necessary removals to effect repairs were replaced in good order.

All new and repaired work was recoated as before.

cm J.C.



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