

COPY.

# Lloyd's Register of Shipping.



Port NEW YORK

JUNE 2, 1942

This is to Certify that

W. HOYLAN

the undersigned Surveyor to this Society did at the request of the Owner's Representative survey the Steel Screw Steamer "GYPSUM EXPRESS", 403½ tons gross of Middlesborough, as she lay afloat at New London, Conn., May 21st and 22nd, 1942 and subsequently on dry dock at Brewers Dry Dock Company, Mariners Harbor, Staten Island, N. Y. on May 26th and 27th, 1942 for the purpose of ascertaining the nature and extent of damage stated to have been sustained through collision with the Steel Screw Steamer "ISAAC T. HANE" 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, both vessels loaded at the time of the accident.

For further particulars please see Vessel's log books.

Upon examination:

FOUND

RECOMMENDED

Starboard side abreast of No. 4 hatch.

E Strake plate No. 12 holed and badly set in.

To be renewed.

E Strake plate No. 13 cracked and badly set in.

To be renewed.

E Strake plate No. 11 cracked and set in.

To be cropped and part renewed.

F Strake plate No. 10 badly set in.

To be renewed.

F Strake plate No. 11 slightly set in.

To be faired in place.

G Strake plate No. 9 badly set in.

To be renewed.

H Strake plate No. 9 badly set in.

To be renewed.

H Strake plate No. 10 set in.

To be removed, faired and refitted.

J Strake plate No. 9 badly set in.

To be renewed.

J Strake plate No. 10 badly set in.

To be renewed.

J Strake plate No. 12 slightly set in.

To be faired in place.

J Strake plate No. 13 set in.

To be removed, faired & refitted.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

"GYPSUM EXPRESS"

FOUND

RECOMMENDED

Poop Sheerstrake plates No.2 & 3 from aft, slightly set in.

To be faired in place.

One bulwark plate badly bent.

To be renewed.

Bulwark rail in way of above plate badly bent.

To be cropped and renewed for approximately 30 feet.

Two bulwark plates slightly bent.

To be faired in place.

Six bulwark stays badly bent.

To be renewed.

One deck stringer plate badly bent.

To be renewed, adjoining plate aft to be cropped where bent and new plate extended about 5 feet to new butt at after end.

One inboard deck plate in way of above set up.

To be released and faired in place.

Deck angle in way of stringer plate badly bent.

To be cropped and renewed for approximately 25 feet.

Deck rails on poop deck starboard side slightly bent.

To be repaired as necessary.

Starboard after liferaft angle carrier skids badly bent and raft lightly damaged.

Carrier skids and raft to be repaired as necessary.

Starboard after lifeboat planking and frames damaged.

To be repaired as necessary.

After dehit for above boat badly bent.

To be repaired or renewed as necessary.

All damaged frames, floors, intercostals or any other internal damaged steel work including tank tops and bulkheads to be renewed or repaired as found necessary.

Wing tank and double bottom tank in way of damage to be tested on completion of repairs and proven tight, tank top ceiling to be lifted if necessary and replaced after tanks are tested, all oil soaked ceilings to be renewed.

Deck repairs to be hose tested and proven tight.

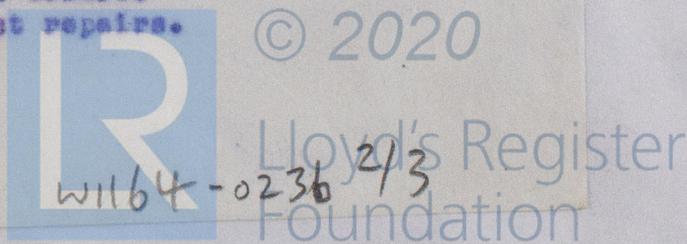
All damaged air pipes, sounding pipes and suction pipes to be renewed or repaired as found necessary.

No.3 & 4 double bottom tanks, Starboard after wing tank, fireroom tank top, fireroom bilges and walls to be cleaned and certified gas free before commencing repairs.

All renewals necessary to effect repairs to be replaced in good order. All new and repair work to be recoated as before.

Necessary drydocking and staging to effect repairs.

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Vertical text on the left margin, including "This Certificate is issued while the Com... only executed if... instances whatsoever, or in any... of any of... mi 1041-1-12 Printed in U.K."

GYPSUM ENTERPRISE\*

in Circulating pump, two (2) ballast pumps, sanitary pump, fuel transfer pump and attached bilge and sanitary pumps, to be opened for examination, cleaned and closed up in good order.

in and auxiliary condensers to be opened up, cleaned, tested and closed up in good order.

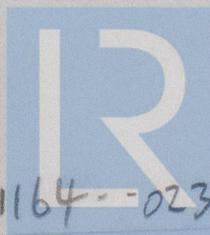
l tank, ballast, bilge, drain and sluice valves to be opened up, cleaned, repaired as necessary and closed up in good order.

ilge strainers to be opened up, cleaned, repaired as necessary and closed up in good order.

he necessity for opening up the above pumps and valves is due to the excessive pumping of holds, tanks and bilges and chocking up with oil and Gypsum powder.

Surveyor to Lloyd's Register of Shipping

*See Exp #244*



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