

COPY.

Lloyd's Register of Shipping.



Port NEW YORK

JUNE 2, 1942

This is to Certify that

W. BOYLAN

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.

B 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 EMPRESS"

FOUND

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

One bulwark plate badly bent.

Bulwark rail in way of above
plate badly bent.

Two bulwark plates slightly bent.

Six bulwark stays badly bent.

One deck stringer plate badly bent.

One inboard deck plate in way of
above set up.

Deck angle in way of stringer plate
badly bent.

Deck rails on poop deck starboard
side slightly bent.

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

Starboard after lifeboat planking
and frames damaged.

Aft davit for above boat badly
bent.

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.

Long 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 wells 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.

RECOMMENDED

To be faired in place.

To be renewed.

To be cropped and renewed for
approximately 30 feet.

To be faired in place.

To be renewed.

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

To be released and faired in place.

To be cropped and renewed for
approximately 25 feet.

To be repaired as necessary.

Carrier skids and raft to be
repaired as necessary.

To be repaired as necessary.

To be repaired or renewed as
necessary.

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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.

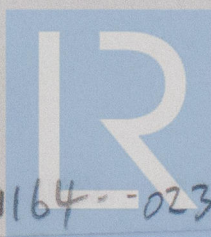
1 tank, ballast, bilge, drain and sluice valves to be opened up, cleaned, repaired as necessary and closed up in good order.

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

The necessity for opening up the above pumps and valves is due to 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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