

COPY.

Lloyd's Register of Shipping.

Port NEW YORK

May 29th, 1942

This is to Certify that

"J. BOYLAN"

The undersigned Surveyor to this Society did at the request of the Pocahontas Steamship Company, survey the Steel Screw Steamer "KPSUM EMPRESS", 4034 tons gross of Middlesborough, as she lay dry dock and afloat at Brewer Dry Dock Co., 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. 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, both vessels loaded at the time of the accident.

Extract of Log Book as follows:

29th May, 1942 -

"6.50 AM Clear S.B.E. hove anchor proceeded. Eng. as req.
7.00 Log streamed (30) F.A. on passage s/c 258 degrees.
Fine clear weather. 8.01 Pt. Judith By A/B log 39 1/2
8.24 S.B.E. Light fog B.O.T. Regs. obed.
10.04 Watch Hill buoy A/B. log 58
11.14 Race Rk. A/B. log 66.
11.36 Little Gull fog signal A/B log 68
11.38 Struck on Starboard side by S.S. Isaac T. Mann.
11.57 Let go port anchor 60 fthms in 20 fthms.
Engine movements as per bell book.

Upon examination:-

FOUND

RECOMMENDED

Starboard side abreast of No.4
atch.

To be renewed.

Strake plate No.12 holed and
badly set in.

Strake plate No.13 cracked and
badly set in.

To be renewed.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:
the Committees of the Society use their best endeavours to ensure that the functions of the Society are
performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any
liability whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its
Committees in any entry in the Register Book or other publication of the Society, or for any error of judgment, default
of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

PRESS"

RECOMMENDED

plate No.11 cracked and To be cropped and part renewed.

plate No.10 badly set in. To be renewed.

plate No.11 slightly To be faired in place.

plate No.9 badly set in. To be renewed.

plate No.9 badly set in. To be renewed.

plate No.10 set in. To be removed, faired and refitted.

plate No.9 badly set in. To be renewed.

plate No.10 badly set in. To be renewed.

plate No.12 slightly To be faired in place.

plate No.13 set in. To be removed, faired and refitted.

superstrake Plates No.2 & 3 To be faired in place.

slightly set in.

work plate badly bent. To be renewed.

rail in way of above To be cropped and renewed for

badly bent. approximately 30 feet.

work plates slightly bent. To be faired in place.

work stays badly bent. To be renewed.

work stringer plate badly To be renewed, adjoining plate

aft to be cropped where bent and

new plate extended about 5 feet

to new butt at after end.

board deck plate in way of To be released and faired in place.

set up.

gle in way of stringer To be cropped and renewed for

badly bent. approximately 25 feet.

ills on poop deck Starboard. To be repaired as necessary.

lightly bent.

after life raft angle Carrier skids and raft to be

skids badly bent and repaired as necessary.

lightly damaged.

after lifeboat plank- To be repaired as necessary.

frames damaged.

avit for above boat badly To be renewed or repaired as

necessary.

ged frames, floors, intercostals or any other internal

steel work including tank tops and bulkheads to be renewed

as found necessary.

and double bottom tank in way of damage to be tested on

on of repairs and proven tight, tank top ceiling to be lifted

early and replaced after tanks are tested, all oil soaked

W1164-2239 2/3

"GYPSUM ENPRESS"

to be renewed.

airs to be hose tested and proven tight.

ged air pipes, sounding pipes and suction pipes to be renewed
ed as found necessary.

double bottom tank, Starboard after wing tank, fireroom tank
room bilges and wells to be cleaned and certified gas free
commencing repairs.

als necessary to effect repairs to be replaced in good order.

and repair work to be recoated as before.

drydocking and staging to effect repairs.

ulating pump, two (2) ballast pumps, sanitary pump, fuel
pump and attached bilge and sanitary pumps to be opened up,
tested and closed up in good order.

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

ainers to be opened up, cleaned, repaired as necessary and
in good order.

osity for opening up the above pumps and valves is due to the
pumping of holds, tanks and bilges and chocking up with
ypsum powder.

Surveyor to Lloyd's Register of Shipping

ending Survey.

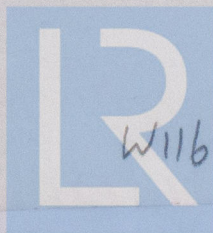
Stanley	Representing	Owners of "GYPSUM ENPRESS".
Roberts	"	London Salvage Association
Ganly	"	U. S. Salvage Association

est of repairs \$38,900.

for all damages 15 days.

also a separate charge of \$484.00 for drydocking vessel

Y.



© 2020

W1164-0239 3/3
Lloyd's Register
Foundation