

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Aug 1951

When handed in at Local Office 19

Port of YOKOHAMA

No. in
Reg. Book

Survey held at Yokohama

Date, First Survey

Last Survey

23rd August 1951

74324 on the Wood, Iron or Steel

S.S. "ROCKSIDE"

(No. of Visits One)

TONNAGE:

Built at Prince Rupert B.C.

By whom

Prince Rupert D.D. & Shipyard When 1944

MONTH. 3

GROSS 7175

Owners Andros Shipping Co. Ltd

Owners' Address

UNDER DK. 6713

Managers Atlantic Shipping Agencies Ltd

(If not already recorded in Appendix to Register Book)

NET 4335

Port belonging to Montreal

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Yokohama Harbour

Destined Voyage

Canada direct

Cell DB or DBa

feet; uE & B

feet; f

feet

Total capacity

tons. FPT

tons; APT

tons; MT

feet

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

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

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

st Report, No. 1575 Port Jck.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Image 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.

Society's Freeboard (if assigned) as painted on Ship and now verified

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

AIRS, OR EXAMINATION AS PER RULE, FOR or account of alleged GROUNDING off North coast Cuba at 1935 hours on 20th June 1951

LOW DONE: Vessel afloat and port loaded. Soundings taken of fore & after at tanks, deep tanks, all double bottom tanks and all hold bilges. Soundings again taken after an interval of one hour and no evidence of leakage found.

Ship's sounding books examined & soundings subsequent to the time of alleged grounding indicate a leakage into No. 3 D.B. tank (p.s.) of about inches per day whilst at sea but none whilst in port. This amount is well within the capacity of the ship's pumps. The records also show that

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

ing of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
ings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
& Fastenings	Cement or Asphalt	Oil Bunkers	Boats
e Plating	Rudder	Scuppers	Masts, Yards, &c.
" in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
e Frames	Windlass	Hatches	Equipment letter
udinals	Have pumps been examined and found efficient?	Planking	Anchors, No. of
erses	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
as	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
rs	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length size
Bottom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
ne Tanks been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
ne Tanks been tested?		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting	
		State if examined.	

eral Observations, Opinion as to Class, Recommendation, &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."

vessel so far as now seen is in good and efficient condition and eligible, in my opinion, to remain as classed in the Register Book without fresh record of survey, subject to the vessel being examined in dry dock and with as necessary on arrival at a Canadian port or termination of present voyage.

Fee (per Section 29)	£ 15	:	:
Damage or Repair Fee (if any)	£	:	:
Expenses (if chargeable)	£	:	:
Surveyor's Fee (if any)	£	:	:

Fees applied for, A/c rendered from

London 1951

Received by me,

19

FRI. 28 SEP 1951

Surveyor to Lloyd's Register of Shipping.

Special GENERAL COMMITTEE

Thursday

4th October 1951

Classing Committee's decision confirmed.

Committee's Minute

Character Assigned

Write file

01070-01076-0013

Steering engine & gear tried under working conditions & found efficient.

It is stated the vessel is proceeding to Vancouver direct.

Cert. B issued, Copy attached.

4.7.4.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee		
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge.....																

*Stockless, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.