

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Jan. 1951 When landed in at Local Office 31st Jan. 1951 Port of Galveston, Texas

No. in Reg. Book. Survey held at Galveston, Texas Date, First Survey 25th Jan. Last Survey 28th Jan., 19 51 (No. of Visits 3)

74329 on the ~~Wood Iron or Steel~~ S/S "ROCKSIDE"

TONNAGE:—

GROSS 7175

UNDER DK. 6713

NET 4335

Built at P. Rupert, B.C.

By whom Prince Rupert D. D. & Ship When 1944

YEAR.

MONTH.

3

Owners Andros Shipping Co., Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers Atlantic Shipping Agencies Ltd.

Port belonging to Montreal

Surveyed Afloat or in Dry Dock? Both Name of Dock Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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. 9256 Port Bal.

Periodical Surveys, when held, must be reported in detail and seriatim 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 Yes, Rpt. 10

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 4.50	*LMC 7.47
ssQbc.-7.47	BS 4.50
	CL 12.48
Fitted for oil fuel 3.44 F.P. above 150° F.	W.T.B.

Society's Freeboard (if assigned) as }
painted on Ship and now verified } ft. ins.

herewith. Was a damage report made by anyone else? if so, by whom? Yes, London Salvage

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Hull Repairs due to (a) Collision with Quay at Antwerp 29th December, 1950 and (b) Heavy Weather 1st to 17th January, 1951.

For further particulars please see vessel's log book.

(a) Collision with Quay at Antwerp on 29th December, 1950

Shell plate No. 3 from forward on 3rd plate below main sheer strake renewed approxi-
mate size 23'-3" x 90" x 9/16".

2 channel frames in way of the above shell plate partly renewed say 26'-0" long x
12" x 4" section.

2 channel frames in way of the above damaged shell plate faired in place.

(b) Heavy Weather on the 1st to the 17th January, 1951

Vessel placed in dry dock for examination and repairs, bottom and rudder cleaned, examined and

(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	1	2 pt.	-	-	-	-	-	Renewed 650 shell rivets
Removed and Faired or Repaired	-	-	-	-	-	-	-	Welded 9'-0" shell seam
Faired or Repaired in place	1	2	-	-	-	-	-	Caulked 56'-0" shell seam
								Caulked 585 tank top rivets
								Caulked 110'-0" tank top seam

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good by sounding	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Planking of Decks "	Ceiling Good	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Staminings "	Cement or Asphalt "	Oil Bunkers "	Boats Good
Stems & Fastenings "	Rudder "	Scuppers Good	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained by sounding from deck
" " in way of sidelights "	Windlass "	Hatches "	(State if wedges removed.)
Frames "	Have pumps been examined and found efficient? "	Planking "	Equipment letter at
Reverse Frames Good	Have Sluice Valves been examined and found efficient? "	Caulking "	Anchors, No. of 3 B. & 1 S.
Longitudinals "	Have Watertight Doors been examined and found efficient? "	Treenails "	Cables (State if now ranged) No
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson "	" length Stated correct
Stems "	Air and Sounding Pipes Good	Transoms, Pointers & Crutches "	" (on board) mean diam. 2 1/16"
Stems "	Doubling Plates under Sounding Pipes "	Timbers of Frame at openings "	Rule length 270 fms. size
Stems "		" " at other places "	Chain Locker Good
Stems "		Stringers, Clamps & Shelves "	Hawsers & Warps "
Stems "		Saling (State if examined.)	Standing and Running Rigging Good
Stems "			Sails "

Have the Tanks been examined internally? No
Have the Tanks been tested? See Rpt.

General 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."

It is recommended that this vessel be continued as classed viz. *100A1 with fresh record of survey 1-51, subject to conditions as previously recommended.

Survey Fee (per Section 29) \$
Dock. & H.W. Damage 100.00
Special Damage or Repair Fee (if any) Coll. \$
(per Sec. 29) Dam. 50.00
Travelling Expenses (if chargeable) \$ 3.00
Sunday Fee 30.00
Second Surveyor's Fee (if any) \$

Fees applied for,
30/1/ 1951
Received by me,
19

Committee's Minute

Character Assigned

CL

NEW YORK FEB 14 1951

1-51 Gal. subject (with endorsement)

TS 1-51

010720-010726-0027



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Lloyd's Register Foundation

coated.

New Fair

Keel plate No. 14 from aft indented, released, faired, reriveted and tested to rule requirements.

1

Approximately 650 scattered shell rivets renewed in way of the above
shell plate.

Rewelded the 2 seam butts of keel plate No. 14 from aft.

Caulked 56'-0" of shell seam of keel plate No. 14 from aft.

Removed timber ceiling on No. 1 double bottom tank top, tested double bottom tank to rule requirements, caulked approximately 300 rivets and 50'-0" of plate seam on No. 1 double bottom tank top.

Removed timber ceiling on No. 3 double bottom tank top, tested double bottom tank to rule requirements, caulked approximately 285 rivets and 60'-0" of plate seam on No. 3 double bottom tank top.

Port Side No. 5 Hold

No. 19 frame from forward bulkhead fractured across frame, fracture veed out and electric welded, 5'-0" x 1'-0" x 1/2" steel plate welded doubler. fitted on face of web of frame and 3 shell rivets in way of fracture on flange of frame renewed.

Rudder

Bottom pintle brass sleeve renewed.

Stern frame gudgeon brass bush with lignum vitae strips renewed (as original).

Veed out and welded fracture reinforced with a welded doubler at forward lower end of rudder blade.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Repairs Wear and Tear

Minor hull repairs were done at this time.

Cert. B issued, copy herewith.