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Lloyd's Register of Shipping



United with
THE
BRITISH
CORPORATION
REGISTER

Port Galveston, Texas

..... January 30, 1951

Docking Report

This is to Certify that

..... JAMES FINDLAY

the undersigned Surveyor to this Society did at the request of the owners representative survey the steel screw vessel

S/S "ROCKSIDE" 7175 tons gross of Montreal

to ascertain the nature and extent of damage stated due to the following causes -

- (a) Collision with Quay at Antwerp on 29th December, 1950.
- (b) Heavy Weather on the 1st to 17th January, 1951, vessel in ballast condition on voyage from Antwerp to Galveston.

For further particulars please see vessel's log book.

The undersigned visited this vessel afloat and on dry dock at Todd Shipyards Corporation, Galveston, Texas on the 25th to the 28th January, 1951.

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

FOUND

RECOMMENDED

Port Side No. 1 Hold

Shell plate No. 3 from forward on 3rd plate below main sheer strake indented say 5'-0" x 4'-0" wide x 4" in depth.

Plate to be renewed, tested and proved tight, approximate size of plate 23'-3" x 90" x 9/16".

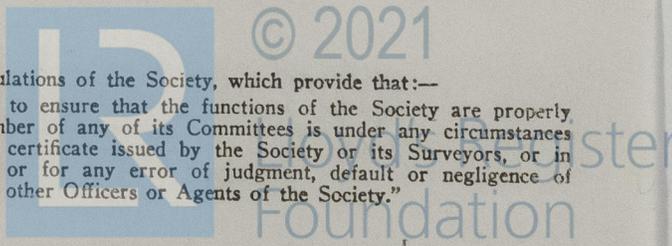
2 frames in way of the above damaged shell plate badly buckled say for 5'-0" in length, Nos. 147 and No. 148.

2 frames cropped and renewed say 26'-0" long x 12" x 4" channel.

2 channel frames in way of the above damaged shell plate slightly bent.

To be heated and faired in place.

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 performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances 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 its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

FOUND

RECOMMENDED

Excessive movement in the
coupling bolts of line shaft-

Excessive movement in the holding
bolts of Main Engine and
Bearing.

Broken holding down bolt.

Shaft wear down say 1/4".

Wear of stern bush found
in top half also bottom

Keel plate No. 14 from aft in-
dent between frames in four
places say size of each indent
full width of plate x
depth.

Scattered shell rivets

Several leaking rivets on
tank top also plate seam.

Several leaking rivets on
tank top also plate seam.

Keel No. 5 Hold
Frame from forward bulk-
head No. 5 hold found fractured
frame.

Small brass sleeve badly

Vessel placed in dry dock for
examination and repairs.

Furnish the necessary lights for
vessel while on dock.

All coupling bolts in line shafting
to be hardened up.

All holding down bolts of Main
Engine and Thrust Bearing hardened
up.

To be renewed and hardened up.

To be drawn for examination.

To be rewooded top and bottom half.

Keel plate No. 14 to be released,
faired, reriveted and repairs
tested to rule requirements.

To renew approximately 650 rivets.

Reweld two seam butts total of
9'-0".

To caulk approximately 56'-0" of
shell seam.

To remove ceiling on tank top and
test No. 1 double bottom tank top
to rule requirements.

To caulk say 300 rivets and 50'-0"
of plate seam.

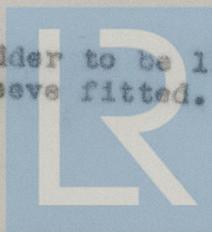
To remove ceiling on tank top and
test No. 3 double bottom tank top
to rule requirements.

To caulk say 285 rivets and 60'-0"
of plate seam.

To vee out and weld fracture, then
fit a welded doubler on face of
web of frame, size of doubler say
5'-0" x 1'-0" x 1/2".

Renew 3 shell rivets in way of
fracture on flange of frame.
Repairs to test and prove tight.

Rudder to be lifted and new brass
sleeve fitted.



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FOUND

RECOMMENDED

frame gudgeon brass bush
and lignum vitae strips
n.

To be renewed of brass, with lignum
vitae strips (as original).

slight fracture at forward
end of rudder blade.

Veed out and weld fracture, rein-
forced with a welded doubler.

Rudder to be tested and proved
satisfactory.

The foregoing recommendations were made in order that this vessel
be restored to the same good and efficient condition as prior to
damage sustained and have been completed to my satisfaction.

Bottom of vessel and rudder cleaned, examined and coated.

holds, frames, decks, beams, masts, rigging, hatch covers and sup-
port, tarpaulins, cleats, battens, ventilators, boats, etc. found
satisfactory.

Class and steering gear tested out and found efficient.

Valves, cocks and strainers were cleaned, examined at this time and
replaced in good order, then coated with apexior.

Recommended that this vessel be continued as now classed viz. +100AL
Fresh record of survey 1-51.

James Lindley
Surveyor to Lloyd's Register



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