

COPY.

Lloyd's Register of Shipping



Port Galveston, Texas

January 30, 1951

Docking Report

This is to Certify that

JAMES PINDLAY

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.

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

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

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

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

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.

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

FOUND

RECOMMENDED

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.

Excessive movement in the coupling bolts of line shafting.

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

Broken holding down bolt.

Excessive shaft wear down say 1/4".

Wear of stern bush found in top half also bottom.

Keel plate No. 14 from aft in-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 bulkhead
No. 5 hold found fractured frame.

Pointle brass sleeve badly

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FOUND

frame gudgeon brass bush
n and lignum vitae strips
n.

slight fracture at forward
end of rudder blade.

RECOMMENDED

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

Veel 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
ed damage sustained and have been completed to my satisfaction.

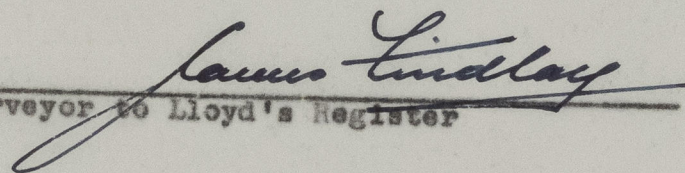
ottom of vessel and rudder cleaned, examined and coated.

olds, frames, decks, beams, masts, rigging, hatch covers and sup-
tarpaulins, cleats, battens, ventilators, boats, etc. found
ient.

lass and steering gear tested out and found efficient.

alves, cocks and strainers were cleaned, examined at this time and
or placed in good order, then coated with apexior.

recommended that this vessel be continued as now classed viz. +100A1
Fresh record of survey 1-51.


Surveyor to Lloyd's Register



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