

REC'D NEW YORK FEB 13 1951

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 113 MAR 1951)

Date of writing Report 31st Jan., 19 51 When handed in at Local Office 31st Jan., 19 51 Port of Galveston, Texas

Survey held at Galveston, Texas Date, First Survey 25th Jan. Last Survey 28th Jan., 19 51

329 on the Machinery of the ~~Wood Iron or Steel~~ S/S "ROCKSIDE" (No. of Visits 2)

Gross 7175 Vessel built at P. Rupert, B.C. By whom Prince Rupert D. D. & Ship-When 1944 3
 Net 4335 Engines made at Montreal By whom Canadian Allis-Chalmers When 1944
 Main Power 628 Boilers, when made (Main) 1944 (Donkey) -
 Main Boilers 2 Owners Andros Shipping Co. Ltd. Owners' Address
 Donkey Boilers - Managers Atlantic Shipping Agencies, Ltd. Port Montreal Voyage
 Pressure 250 lb. Main Boilers (Spt. 230 lb.) If Surveyed Afloat or in Dry Dock Both
 Donkey Boilers - (State name of Dock.) Todd Shipyards Corp.

Report No. Port Docking and

Particulars of Examination and Repairs (if any) Screw Shaft

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined. Yes, Rpt. 10 herewith

Has a damage report made by anyone else? If so, by whom? Yes, London Salvage

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " -

Where a survey was not done, state for what reasons? Not due at this time

What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Latest date of internal examination of each boiler. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? - If so, state reasons. -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft 27/1/51 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete for Docking and Screw Shaft.

Weather 1st to 17th January, 1951.

For further particulars please see vessel's log books.

Done

When the vessel was placed in dry dock, the screw shaft, propeller, stern bush, sea valves, cocks and all outside fittings examined and found or now placed in a satisfactory condition.

Done for Heavy Weather Damage

coupling bolts in line shafting hardened up.

holding down bolts of Main Engine and Thrust Bearing hardened up, one holding down bolt renewed.

When shaft drawn, rewooded with lignum vitae top and bottom half of stern bush, all parts connected.

General Observations, Opinion, and Recommendation:—

It is recommended that the record of (P.T.O.)

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B&M.S. 9,11, *L.M.C. 9,11, or

* LMC 140 lb., F.D., &c.) CS 3,34,

as at present with record of Screw Shaft (CL) seen 1-51 be made in the Register Book in the

of this vessel.

Fee (per Section 29) \$: : Fees applied for

Damage or Repair Fee (if any) \$ 80.00 : 30/1/ 19 51

(per Section 29.) Late Fee 20.00

Log expenses (if chargeable) \$ 2.00 : Received by me, 19

Committee's Minute/ As now

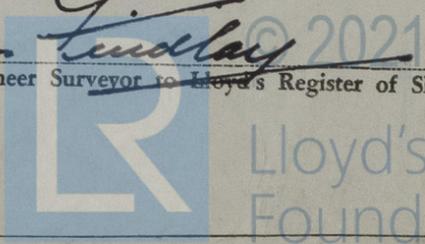
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J.S. 151

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	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 above 150° F.		3,44 F.P.
		W.T.B.

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



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up in good order, tested out and found satisfactory.

Repairs Wear and Tear

Minor machinery repairs were carried out at this time.

Cert. Bl issued, copy herewith.

[Faint, mostly illegible text from a form, likely a survey or inspection report. The text is mirrored and difficult to read.]

[Handwritten signature or name, possibly "J. J. ..."]



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