

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Dec. 1950 When handed in at Local Office 20th Dec. 1950 Port of Baltimore, Maryland

No. in Reg. Book 74329 Survey held at Baltimore, Maryland Date, First Survey 27th Nov. Last Survey 29th Nov. 1950

on the Wood ~~Iron~~ Steel S/S "ROCKSIDE" (No. of Visits 3)

TONNAGE:—  
 GROSS 7175  
 UNDER DK 6713  
 NET 4335

Built at P. Rupert, BC By whom Prince Rupert D.D. & Shipyards When 1944 MONTH 3  
 Owners Andros Shipping Co., Ltd. Owners' Address  
 Managers Atlantic Shipping Agencies, Ltd. Port belonging to Montreal

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Pier 10, Canton Destined Voyage -

IDBorDBa feet; uE&B feet; f feet  
 il capacity tons. FPT tons; APT tons; MT feet tons.

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

st Report, No. 6087. Port Hpx.

ical 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.

amage 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 not required

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
ss Qbc.	7,47	TS (CL)	12,48
		BS	4,50
Fitted for oil fuel 150° F.		3,44 F.P. above N.T.B.	
Society's Freeboard (if assigned) as painted on Ship and now verified		ft. ins.	

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

AIRS, OR EXAMINATION AS PER RULE, FOR Damage

Damage stated to have been sustained through -

(1) Grounding in the Saguenay River on 15th November, 1950 whilst leaving Port Alfred, P Q for Dingwall in ballast.

(2) Discharging cargo by grab on 14th November, 1950 at Port Alfred, P Q.

Now done on account of damage:

(1) Soundings of tanks and bilges examined. No leakage apparent. recommended that bottom be specially examined at next drydocking.

(2) Cracked frames Nos. 23 and 24 (p.s.) No.5 lower hold veed, welded and fitted with welded doubling plates. The shell rivet in way of crack in frame 23 renewed. Shell plating in way of above repair hose tested and found tight.

Summary 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	-	2	-	-	-	-	-	-

PRESENT CONDITION OF THE Survey confined to above

ing of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fels.)
ngs	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
& Fastenings	Cement or Asphalt	Oil Bunkers	Boats
le 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
erces	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
ns	Have Watertight Doors been examined and found efficient?	Trenails	" length (on board) mean diamr.
rs	Have Watertight Doors been examined and found efficient?	Breasthooks & Stimson	" Rule length size
Bottom Plating	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers & Crutches	Chain Locker
the Tanks been examined internally?	Air and Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
the Tanks been tested?	Doubling Plates under Sounding Pipes	" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

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."

This vessel being now, so far as seen, in good and efficient condition, appears worthy to remain as classed without fresh record of survey, subject to the bottom being specially examined at next drydocking and to all other conditions at present attached to vessel's class being dealt with as previously recommended.

Fee (per Section 29) \$ : :  
 Damage or Repair Fee (if any) (per Sec. 29) \$ 120.00 : :  
 ling Expenses (if chargeable) \$ 4.25 : :  
 Surveyor's Fee (if any) \$ : :  
 Fees applied for, 20/12/19 50  
 Received by me, 19

Wm. L. Cowan  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Character Assigned Referred for drydocking (Grounding)

NEW YORK DEC 27 1950



