

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 6th June 1949 When handed in at Local Office 19 Port of LISBON

No. in Survey held at LISBON Date. First Survey and Last Survey 3rd June 1949
 Reg. Book. 56001 on the Machinery of the Wood, Iron or Steel M/V CORUCHE (No. of Visits One)

Tonnage { Gross 1200 Vessel built at Quebec P.Q. By whom St. Lawrence Metal & Marine Works Inc. Year. Month. 1948 7
 Net 614 Engines made at Beloit, Wis. By whom Fairbanks Morse & Co. When -
 Nominal }
 Horse Power }
 No. of Main Boilers - Boilers, when made (Main) - (Donkey) -
 No. of Donkey Boilers - Owners Soc. Geral de C.I.T. Owners' Address -
 Steam Pressure - Managers - (If not already recorded in Appendix to Register Book.)
 in Main Boilers - Port Lisbon Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. - Port -Particulars of Examination and Repairs (if any) DAMAGE

(Periodical Surveys, when held, must be reported in detail and serialism in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined yes copy herewith

Was a damage report made by anyone else? If so, by whom? -Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " "

If not, state for what reasons -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?

State latest date of internal examination of each boiler -Present condition of funnel(s) -Did the Surveyor examine the Safety Valves of the Main Boilers? -To what pressure were they afterwards adjusted under steam? -Did the Surveyor examine the Safety Valves of the Donkey Boilers? -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? -Has it a continuous liner? -Is an approved oil retaining appliance fitted at the after end? -Has shaft now been changed? -If so, state reasons -Has the shaft now fitted been previously used? -Has it a continuous liner? -Is an approved oil retaining appliance fitted at the after end? -State date of examination of Screw Shaft -State the wear down in the stern bush -Is electric light and/or power fitted? -If so, 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? -

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

At the request of the Owners attend on board for the purpose of examining the No. 3 Cylinder cover of the main engine under hydraulic test.

Upon examination, the undersigned found the cover to be cracked on the combustion side for about twelve inches, beginning at the starting air valve pocket and extending circumferentially.

It is stated that the crack in this cover was noticed on the 17th. May 1949 on the voyage from Canada to Lisbon, and the main engine was stopped and the spare cover fitted.

It is recommended that a new cylinder cover be supplied and placed on board as spare.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 2,11, B&MS 2,11 to LMC 2,11 or LMC 140 lb., PD, &c.)

The machinery of this vessel so far as now seen is in good order and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ 500.00

Fees applied for

6/6 1949Special Damage Repair Fee (if any) £ 500.00

(per Section 29.)

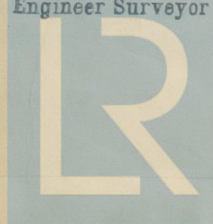
Received by me,

7/6 1949Travelling expenses (if chargeable) -

FRI. 12 AUG 1949

Committee's Minute -Assigned See minute on hull F.E. rpt. 7647

John Gushue
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

003298-003308-0070