

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19 When handed in at Local Office 19 Port of HALIFAX
 No. in Reg. Book 5601 Survey held at Halifax, N. S. Date, First Survey 15/1/49 Last Survey 1st March 1949
 on the ~~Wood Iron~~ or Steel Single Screw Motor Vessel "CORUCHE" (No. of Visits 11)

TONNAGE:— Built at Quebec By whom St. Lawrence Metal & Marine When 1949 YEAR. MONTH. 7
 GROSS 112 Owners Soc. Geral de Comercio Indus- traie Transportes Ida. Owners' Address
 UNDER DK. 902 Managers. (if not already recorded in Appendix to Register Book).
 NET 614 Port belonging to Halifax

Surveyed Afloat or in Dry Dock? Both Name of Dock Dartmouth Slipway Destined Voyage
 Cell DBor DBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT. _____ tons; APT _____ tons; MT _____ tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.
 Last Report, No. _____ Port _____

(Periodical 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.)

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 to whom and why they were declined Yes Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.

not required Underwriters Surveyor. Was a damage report made by anyone else? if so, by whom? Underwriters Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damages stated to have been caused due to (1) navigation in ice, in the River St. Lawrence on the 24th, 25th - 26th Dec. 1948, and (2) by pounding during heavy weather on the 27th Dec. 1948 whilst on voyage from Quebec to Halifax, Nova Scotia, also (3) damage stated to have been caused by the M.S. "COVILHA" colliding with her when the latter vessel was berthing at the wharf of Halifax Shipyards Id. on the 5th January, 1949, (4) by "COVILHA" colliding with aft poop rails & flag staff when moving ship at Halifax Shipyard wharf 8th Feb. 1949, (5) "COVILHA" striking port aft Lifeboat when moving ship at Halifax Shipyard wharf 22nd Feb. 1949, (6) to causes unknown.

Now Done Vessel placed on slipway - bottom and rudder cleaned examined and recoated. Plates and frames numbered from aft.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed								Lifeboat, 2, -handrails & stanchions. See report for details.	
Removed and Faired or Repaired									
Faired or Repaired in place	10	5							

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks	Bulkheads	When fitted, Month	Year
Caulking of Decks	Ceiling	Boats	
Coamings	Cement or Asphalt	Masts, Yards, &c.	
Beams & Fastenings	Rudder	Condition, how ascertained (State if wedges removed.)	
Outside Plating	Steering gear and its connections	Equipment letter	
" " in way of sidelights	Windlass	Anchors, No. of	
Frames	Have pumps been examined and found efficient?	Cables (State if now ranged)	
Reverse Frames	Have Sluice Valves been examined and found efficient?	" length _____ mean diamr. (on board)	
Longitudinals	Have Watertight _____ been examined and found efficient?	" Rule length _____ size	
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Chain Locker	
Floors	Air and Sounding Pipes	Hawsers & Warps	
Keelsons	Doubling Plates under Sounding Pipes	Standing and Running Rigging	
Stringers		Sails	
Inner Bottom Plating			
Have the Tanks been examined internally?			
Have the Tanks been tested?			

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 is eligible in my opinion to be classed *100A1 with Freebd. as previously recommended.

Please see also Quebec certificate dated 27.12.48 & 1st Entry report.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Surveying Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute FRI. 12 AUG 1949
 Character Assigned See minute on hull R.E. aft. 7647
 Surveyor to Lloyd's Register of Shipping



M. V. "CORUCHE"

Now Done (contd.)

Damage repairs account of (1)

Shell plating Starbd. "C" strake plate No. 11 - released faired in place. (1)
frame 104 set-in in way - faired in place. (1)

a/c Damage (2)

Keel plate landing edges P. & S.
in way of frames 87 to 93 P. & 86 to 93 S. - released faired in place. (1)
"A" strake plate No. 9, Port - released " " " (1)
"A" strake plate No. 9 Starbd. - " " " " (1)

a/c Damage (3)

Starbd. aft guard rails & stanchions on boat deck - Removed faired & refitted.
Aft Starbd. lifeboat
8 frames, 2 strakes planking port, 2 strakes planking starbd. - renewed.
Capping and moulding repaired as required.
Stempost and keel refastened.

a/c Damage (4)

Aft poop guard rails 3, & 2 stanchions in way and Aft flag
staff attachments - faired in place.

a/c Damage (5)

Aft port lifeboat - 2 ford. starbd. planks & one seat plank renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight Ex. Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

a/c Damage (6)

Shell plating Port side. "E" strake plate Nos. 8 & 10
in way frames 63 & 64 & 87 & 88 respectively - released
faired in place. (2)

Shell plating Starbd. Side.

"D" strake - plate No. 7, landing edge - faired in place (1)
"E" strake plates Nos., 7 & 8 in way frames 58 to 62. released faired
in place. (2)

P.T.O.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

M.V. "CORUCHE"

Shell plating Starbd. side (Contd.)

Frames 58 to 60 & 62 - faired in place. (4)

Sheer strake "F" plate No. 2 between frames 6 & 7 from stem - faired in
place (1)

All shell repairs hose tested on completion and Forepeak and No. 1 D. B. Tank tested.
All new and disturbed work coated and vessel restored as far as practicable to the
same condition as before the alleged damages occurred.

W. Nielsen

