

REPORT of GIBRALTAR,

24th January, 1920.

THIS IS TO CERTIFY that

I, Charles Ernest Goodyear,

the undersigned Sveyor to this Society, ~~did at the request of~~  
in continuation of my report dated 11th December 1919, and at a  
like request, have made a careful survey, ( both internally and  
externally ) of the Hull of the Wood S. S. "WAR CASCO", now in  
No. 1 Dry Dock, Gibraltar, for the purpose of ascertaining the  
nature and extent of her defects, and to recommend repairs.

A careful survey has been made, with the following  
results, viz :

Outward.— All butts of the Outer Bottom Planking are  
open and caking in way of Engine and Boiler Rooms and No. 2  
Hold, also at the Fore Foot and around the after end below  
the boss the caulking is defective generally between the  
Deep and light Waterlines; two planks in way of the Fore  
Foot are damaged, and three badly chafed on the Starboard  
Quarter; tie-bolts to the Shoeplates at heel of Rudder Post  
are slack

Inward.— The tie-bolts to Side Stringers, centre line  
Keelson Fore and Afters under decks, beam sheaves and beam  
knees, trillings, &c., are generally slack throughout the  
Machine Spaces and Holds and Bridge Deck Space, apparently  
due to shrinkage of the timber; the Fore and Afters under  
deck on side of the Funnel Hatch are strained and split  
particularly over the Main Steam pipes; the wood pillars  
at the forward end of Engine Room are badly strained and  
split; Suction valve rods at after end of No. 2 Hold are  
bent, and bilge suction pipes broken in No. 2 Hold and Cross  
Bunker; the fore and aft nuts to bolts on Stern gland are slack;  
the fastenings to Fan Casings and Boiler Stays are drawn or  
sheared; the planking on Starboard Side of Port Lifeboat is  
defective; two rings and one cover to galley stove are

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broken.

It is recommended that the following repairs be effected at this Port, viz :-

Outboard.- Recaulk and pay up with cement all defective butts and seams of Bottom planking up to the Deep Load Line; fit graving pieces as necessary to the damaged planking at the Fore Foot and Starboard Quarter; tighten the tie-bolts securing the Sheeplate at heel of rudder post.

Inboard.- Tighten the nuts to, or reclench as necessary, the tie-bolts in Side Stringers, centreline keelson, Fore and Afters under the decks, Beam shelves and Beam knees, Carlings, &c., throughout the vessel as necessary; re-inforce the fore and aft girders each side of the Funnel Hatch by fitting 7" Channel bars on each side of the girder about 16' in length and tie-bolted through the girder by bolts 1,1/8" diameter, sufficient clearance being allowed over the Main Steam pipes; fit two pillars of I bar section 12" x 6" x 6", under the Main deck beams at the after end of the Boiler Room on the middle line of the vessel, the heels being secured by 15 lbs brackets to a 20 lbs sole plate, the latter to be secured by rag-pointed dunnage to the wood foundations under Engines and Boilers, and heads secured to a 20 lbs plate by 3 1/2" x 3 1/2" x 3/8" angles under a fore and aft baulk 14" square, also to continue this stiffening between the Main and Bridge decks by two wood pillars 12" square and one 7" steel Channel bar; remove the two 9 1/2" square wood pillars at the forward end of Engine Room and replace by 14" square Oregon Pine; tighten the nuts on the bolts at the inboard end of the Stern gland; repair the bilge suction pipes in No. 2 Hold and Cross Bunker and test the bilge suction pipes in all holds; remove, fair and replace the two bent rods at after end of No. 2 Hold; re-secure the Boiler Stays and Fan Casing supports; repair the damaged plank to Port Lifeboat; renew the broken lugs and cover to the Galley Stove.

The whole of the work to be completed to my entire satisfaction.

*C. J. Goodyear*

Surveyor to Lloyd's Register.



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