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LLOYD'S REGISTER OF SHIPPING.

PORT of Gibraltar,

11th December, 1919.

THIS IS TO CERTIFY that

I, Charles Ernest Goodyear,

the undersigned Surveyor to this Society did at the request of the Agents, Messrs Smith, Moschi & Co., and with the consent of the Master - Captain G. Mann - of the Wood S. S. "WAR CASCO", 2139 tons gross register, now at anchor in this Bay, proceed on board the said vessel this day for the purpose of holding a survey in order to ascertain the nature and extent of her defects alleged to have been caused by the vessel having been strained, when loading with Iron Ore at Melilla for Glasgow, under the following circumstances related by the Captain, and supported by entries in the Ship's Log:- On the 5th instant, when the vessel was moored alongside the breakwater at Melilla loading Iron Ore and the loading of No. 2 Hold was completed, the loading of Nos. 1 and 3 Holds was about to be commenced when it was observed that a considerable amount of water was showing in No. 1 although No. 3 was dry; loading into No. 3 was continued for about 2 hours but nothing was put into No. 1. Meanwhile all the ship's pumps were started but about 6.0 a.m. it was found that the water was gaining on the pumps and that the vessel was making approximately 2 feet of water per hour. The vessel was then ordered away from the quay into shoal water, for fear that she should sink, and a salvage vessel was requisitioned from Gibraltar; about 9.0 a.m. on 5th instant, the ship's pumps were keeping the water in check, and the salvage vessel S.S. "EM. Z. SWITZER", came alongside about 3. 0 p.m. on the 6th instant and pumped from No. 1 Hold. The "WAR CASCO" was then taken out into about 50 feet of water, a salvage pump was placed on board and lighters were brought alongside. The bottom was then examined by a Diver from the salvage vessel, who reported that some of the butts of planking amidships had opened about 1/8" and that there were distinct evidences below water of the vessel..



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Committee's Minute

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Character Assigned

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vessel having been strained; temporary repairs were effected by the Diver, but it was observed that the vessel had sagged and about 340 tons of cargo were then discharged from No.2 Hold.

During the 8th instant, a strong Westerly gale sprung up and the vessel had the Port anchor down with about 25 fathoms of cable and the Starboard anchor down with about 75 fathoms. On the 9th instant, the gale abated but the ship was labouring heavily in a strong North Easterly swell and, whilst heaving in the Port anchor - with the 15 fathom shackle inside the Windlass - the Windlass not being strong enough to raise both anchors at the same time, surged heavily causing Port cable to break and losing a portion of it overboard with the Port anchor; the Starboard cable was then hove up and the vessel, not being able to work her main engines on account of the fact that joints of main steam pipes had been broken by ship's Engineers to avoid undue pressure of portions of the hull which were bearing heavily on them owing to the sagging of the vessel, left for Gibraltar about 4 p.m. in tow of the "EM. Z. SVITZER" and arrived here about 12. 35 a. m. this day. She is at present loaded with about 160 tons of bunker coal and 1960 tons of Iron Ore distributed as follows, viz:-
Nil in No.1 Hold, 1910 tons in No.2 Hold and 50 tons in No. 3 Hold.

On arrival on board the vessel I was met by Captain Garde of the Salvage vessel "EM.Z.SVITZER" who stated that his Diver had again examined the vessel underwater and had reported that the butts of planking were now much more opened than when he had examined the vessel at Melilla, and that the worst butts - previously opened about 1/8" - are now opened to about 1/4"; also that the evidences of the vessel having been strained are now much more pronounced. It was also reported that she was making water freely. I made a very careful examination of the vessel internally - as far as possible with cargo on board - especially towards amidships, and found distinct evidences of her having been badly strained; the following are the principal items observed, viz:-

Side stringers and shelves especially in 'tween decks and in No.2 Hold are splitting and opened at the scarphs, and fastenings are drawing; butts of waterways and hatch stringers on upper deck are started; in the Engine room the hold pillars are out of line, in one case to such an extent as to jam the fan engine on Starboard side and put it out of action; the joints of several steam pipes and the engine room platform gratings are displaced; at after end of boiler on each side of ship the fore and aft carlings under the deck have come down to such an extent that they bear heavily on the main steam pipes, the joints of which have been broken by ship's Engineers as aforesaid; the plate stays to boiler have shifted at their connection to ship's side and drawn their fastenings.

Careful soundings have been taken by me this day, during



