

"War Casco"

No. 1436

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Report 1 March 1920 When handed in at Local Office

Port of Schottan

Survey held at Schottan

Date, First Survey 11/2/20 Last Survey 16/2 19 20

on the Machinery of the Wood, Iron or Steel

S. S. War Casco

Master S. Mann

23/9

1425

322

Boilers 2

Boilers 1

Boilers 185

Boilers

Vessel built at Vancouver, B.C. By whom Western Canada Shipyard When 1918

Engines made at Toronto By whom Canadian Cellulose & Chemical When 1918

Boilers, when made (Main) 1918 (Donkey)

Owners (Italian) Port Voyage

If Surveyed Afloat or in Dry Dock Both Schottan

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.

Years  
Assessed  
now  
expired.

Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+ 12 A 1 11/19

+ L.M.C.

11/18

11/18

Lifted and  
specially treated

WTB

Port No. Port

Years of Examination and Repairs (if any)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and details in the body of the report, should be briefly summarised at the end of the report. State also the results of any letters respecting this case.

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 not.

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

personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

one, state for what reasons?

If the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boiler?

examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

How often drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

When changed? If so, state reasons

fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

Between lignum vitae of stern bush and top of after bearing of screw shaft?

State complete state what arrangements have been made for its completion and what remains to be done?

The ship had been fully

The following defects were taken in hand & made good  
of main shaft broken & fitted for alignment & all coupling bolts were drawn  
on removed. Main condenser seating refitted & new spindle made  
to main discharge pipe to Aux & Condenser New brackets & liners & journal  
to cranks 6 new steel studs for steam pipe joints 2 new metal  
adapters for valves Repaired ballast pump plungers Repaired screen  
Re-set engine & boiler room gratings Repaired indicator pipes  
& re-set 8 steam & water pipes, new steam valves being fitted  
to main steam pipes

Observations, Opinion, and Recommendation:— On above survey it was

that 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 the alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, &c., &c.)

that the vessel should remain as now classed; but a  
survey was carried out on 27/2/20 and the vessel has now been  
fitted and turned to the water's edge

Fees applied for 16/2 1920  
Repair Fee (if any) £  
(if chargeable) £ 3 0  
Received by me, 16/2 1920

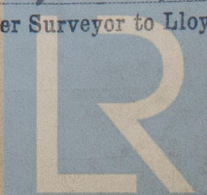
Andrew V. Stephens

Engineer Surveyor to Lloyd's Register of Shipping

TUE. MAY 4 1920

Ship's Minute TUE. APR 27 1920

See Log 1423



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W 745-0142



*vessel burnt to water*

*further  
 information*

*JHD  
 11/2/30*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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