

"War Casco"

No. 1436

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

(Received at London Office)

MAR. 1920

Report by 1 March 1920 When handed in at Local Office 19 Port of Schottau
Survey held at Schottau Date, First Survey 11/2/20 Last Survey 16/2 19 20

Classification on the Machinery of the Wood, Iron or Steel S.S. War Casco Master S. Mann
(No. of Visits 6)

Vessel built at Vancouver, B.C. By whom Western Canada Shipyard When 1918
Engines made at Toronto By whom Canadian Cellulose & Paper When 1918

Boilers, when made (Main) 1918 (Donkey) ✓
Owners (Italian) Port Voyage

If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Schottau

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of Special Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 12 A 1 1/19</u>		<u>+ L.M.C.</u>
<u>HTB</u>		<u>WTB</u>
<u>lifted and specially treated</u>		

Port No. Port
Years of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim 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 initials 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 accepted.
Was a damage report made by anyone else? If so, by whom?

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

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time?

When the Main Boilers could not be thus thoroughly examined, state for what reasons?

When the Donkey Boilers could not be thus thoroughly examined, state for what reasons?

When the Main Boilers were examined, what 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?

Did you examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did you examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler?

Did you examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did you examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Have the Main Boilers been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Have the Donkey Boilers been drawn and examined? If so, state reasons.

Have the Donkey Boilers been drawn and examined? Has it a continuous liner? or two liners? or is it without liners?

Have the Main Boilers been drawn and examined? Between lignum vitae of stern bush and top of after bearing of screw shaft?

State in detail the 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 & tested for alignment & all coupling bolts were drawn
and renewed. Main circulator seating refitted & new spindle made
to iron discharge pipe to Aux & Condenser. New brackets & lugs & 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 S steam & water pipes, new stanchions being fitted
to main steam pipes

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

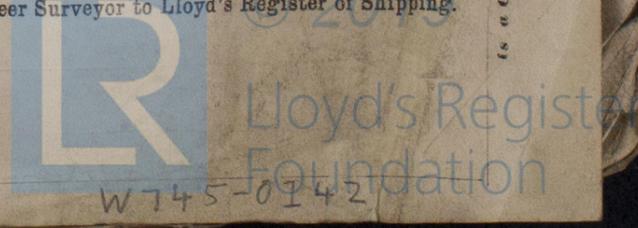
that alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also
the action required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.C.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 board on 27/2/20 and the vessel has now been
found to be rotten and holed to the water's edge

Repair Fee (if any) on 28.)	£ 12 17 0	Fees applied for 16/2 1920
(if chargeable)	£ 3 0	

Andrew V. Stephens
Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute TUE APR 27 1920
de Gih. 1423

TUE. MAY 4 1920



Insert Character of Ship and Machinery precisely as in the Register Book.

SEE LIMITATION

Is a Certificate required? If so, to be sent to

W 745-0142

