

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

No. 686

REGIO NEW YORK Jan 15 1919

(Received at London Office)

Date of writing Report 14th January 1919 When handed in at Local Office 14th January 1919 Port of Vancouver B.C.

No. in Book Survey held at Victoria B.C. Date, First Survey 11th Dec 1918 Last Survey 2nd Jan 1919

on the Machinery of the Wood, Iron or Steel S.S. "Wat Casso" Master G. Mann

Vessel built at Vancouver By whom Western Canada Shipyard When 1918
 Engines made at Toronto By whom Canadian Allic Chalmer When 1918
 Boilers, when made (Main) 1918 (Donkey)
 Owners J. Hardie & Co Port Vancouver B.C. Voyage United Kingdom
 If Surveyed Afloat or in Dry Dock Ogden Wharf

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

Previous Report No. Port Particulars of Examination and Repairs (if any) Machinery Repairs

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 why they were declined?

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

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

Do. " Donkey " " " "

Where this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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

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

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

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

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Complete

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete
 new White feed pump 6" x 8" x 18" has now been fitted aboard, and this and the small -
 one's feed pump arranged to draw from fresh water tank, filter tank, hotwell & sea.
 the float control from feed tank governing both pumps. A. P. cylinder & piston opened
 & overhauled; all boiler mountings overhauled; new arrangement of internal feed
 has fitted in boilers; boilers thoroughly boiled out with soda on completion of work &
 internally examined by me before final closing. General engine room overhaul
 carried out; steam pipe to heater led from I. P. receiver; connection led to auxiliary
 feed line from independent pumps.

On completion of repairs & alterations the vessel left for the United Kingdom on the
 14th January 1919. The machinery was steamed for 5 hours under ordinary sea
 going conditions, & with the exception of the M. P. cylinder which developed a knock
 at the top, proved satisfactory. The Chief Engineer had not complained previously.

General Observations, Opinion, and Recommendation:— P.T.O.
 State clearly what 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
 any alteration 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 1, M.C. 9, 11,
 140 lb., F.D., &c.)

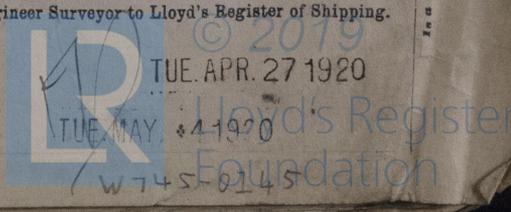
The machinery of this vessel is not in an efficient condition,
 and eligible in my opinion to be classed, as recommended in Vancouver
 Report No 686.

Survey Fee (per Section 28) £ 2 ✓
 Special Damage or Repair Fee (if any) (per Section 28.) £ 2 ✓
 Travelling Expenses (if chargeable) £ 4 00

Fees applied for Jan 9th 1919
 Received by me 27/1/19

A. T. Thomas
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 11 FEB. 1919
 Assigned L.M.B. 11.18. F.D. subject.



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

S. S. "Wat Caoco"

of any undue knock on the top of the M. O. cylinders, but he had stated that the A. O. had a knock which had now disappeared. The knock is due to water as by opening indicator cock & allowing relief valve on cylinders cover to blow it ceased. Several settings of the links & holes stop valves were tried but it still continued up to the end of the run.

Set relief valve on M. O. cylinders cover to blow slightly over 50 lbs per sq. inch, and instructed Chief Engineer to work engines carefully; also to try & eliminate the knock if possible. It is possible that after a few days steaming and the cylinders get uniformly heated up it will become reduced. During the 5 hours steaming we maintained around 150 lbs per sq. steam pressure.

A. T. Thomas

S. E. - If this Report is copied by Copying Press, special 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2019

Lloyd's Register
Foundation