No. 76191

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

(Received at London Office SAT. 17 MAR. 1917)

Date of writing Report 16 MAR 1917 19 When handed in at Local Office 16 MAR 1917 19 Port of LIVERPOOL

No. in Book. Survey held at Birkenhead. Date, First Survey Mar 7th Last Survey March 15th 1917 (No. of Visits 4)

144 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Wapello." Master

Tonnage { Gross 5576 Net 3368 | Vessel built at Newcastle. By whom Armstrong Whitworth & Co Ld When 1912. 4

Registered Horse Power 505 | Engines made at " By whom N.E. Mar. Eng. Co Ld When 1912.

No. of Main Boilers 3 | Boilers, when made (Main) 1912. (Donkey) —

No. of Donkey Boilers — | Owners W. J. Smith Mgr Port London. Voyage

Steam Pressure— Main Boilers 220 | If Surveyed ~~afloat or in~~ Dry Dock Birkenhead Dk. (State name of Dock.)

Donkey Boilers —

Last Report No. Port

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1 – 8-16		✠ Shub 8.16.
Carrying Petroleum in bulk		
SS Shl. No 1 – 16.		SS 1.16

Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In 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? Not required Was a damage report made by anyone else? If so, by whom? None.

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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

Did 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? yes. Is it fitted with continuous liner? yes. or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? yes If so, state reasons To be dressed up + Kept as spare. ✓

Is shaft now fitted new? yes. Has it a continuous liner? yes. or two liners? ✓ or is it without liners? ✓

What the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 3" / 32

If Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Damage due to the loss of the propeller nut, and the propeller becoming loose while going astern when off the Bar Lightship on March 3rd 1917 while outward bound.

Upon examination in the drydock it was found that the four bladed solid cast-iron propeller was hanging on the end of the shaft & against the rudder post; the tips of all the blades were broken on the after side: The tailshaft has been removed, examined in the lathe & found to be quite true, the astern side of the keyseat is slightly damaged + the key heat, and screw threads burred (4) at the forward end. This shaft is to be skimmed up, keyway dressed up, rethreaded + a new nut + pin fitted + kept as a spare. The new spare tailshaft [LLOYD'S J.F.B. 6/12/11] + a new propeller has now been fitted.

General Observations, Opinion, and Recommendation:— This vessel's machinery

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.&N.S. 9,11, or ✠L.M.C. 9,11, 140 lb., F.D., &c.)

is far as seen is in good working order + eligible to remain as classed + to have fresh record of N 21 3.17.

Survey Fee (per Section 23) £ . .

Special Damage or Repair Fee (if any) (per Section 28.) £ 2 . 2 . 0

Printing Expenses (if chargeable) £ . .

Fees applied for 16 MAR 1917 19 No. of Ref.

Received by me, 21. 3. 17 19

22.3.17

A. J. Barnett

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 16 MAR 1917

Signed As now

note J.S.

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

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

Propeller & shaft renewed
for damage through slacking back
of propeller

It is submitted that
this vessel is eligible to
remain as CLASSED,

N.S. 3.17

19.3.17

N.B.—If this Report is copied by Copying Press, especial 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.

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