

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report Aug. 3rd. 37. When handed in at Local Office Aug. 4th. 37. Port of Hong KongNo. in Survey held at Hong Kong Date, First Survey May 19th. Last Survey July 31st. 19 37.  
Reg. Book. (No. of Visits 7)70628 on the Wood, Iron or Steel Twin Sc "APPLELEAF"TONNAGE:— Built at Belfast By whom Workman Clark & Co. Ltd. When 1917 2 MONTH.  
GROSS 5892 Owners The Admiralty Owners' Address -  
UNDER DECK 5258 Managers - Port belonging to London  
NET 2480Surveyed Afloat or in Dry Dock? Dry Name of Dock H. M. Naval Dock Destined Voyage -WB=Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

| CHARACTER.<br>* for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Year<br>Assigned<br>now<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|--|-------------------------------------|--|
| <u>100A1</u> <u>7,36</u>   |                                     | <u>L.M.C.</u> <u>7,36</u>  |
| <u>ssLon.No.3-11,29</u>  |                                     | <u>T.S.CL</u> <u>7,36</u>  |
| <u>ssPts.No.1-33</u>   |                                     |  |

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7714 Port HK(Periodical Surveys, when held, must be reported in detail and serially 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 besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. F 29-6-37  
13-6-37In 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 to whom and why they were declined -Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 9,1/4.Was a damage report made by anyone else? If so, by whom? -REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, Completion of S.S.2nd.No.2, Renewal of Freeboard and Alterations.

Vessel placed in dry dock, bottom, rudder, keel, stem, stern frame &amp; propeller brackets cleaned, examined and found in satisfactory condition and recoated.

NOW DONE TO COMPLETE S.S.No.2.

Port &amp; Starboard tween deck coal bunkers examined and found in good order.

The two after cofferdams Nos.3 &amp; 4 examined, repaired and tested and placed in good order.

The aft gland compartment bulkhead was repaired and tested and placed in good condition.

Freeboard verified and a renewal freeboard survey carried out, Rpt.C-11(c), Rpt.C-12(c) and Rpt.C-11 (Contd.) enclosed herewith.

(Continued overleaf)

| SUMMARY OF DAMAGE REPAIRS:—       | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|-----------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed ...                       |               |         |            |         |        |              |             |               |
| Removed and Faird or Repaired ... |               |         |            |         |        |              |             |               |
| Faird or Repaired in place ...    |               |         |            |         |        |              |             |               |

## PRESENT CONDITION OF THE

|                                   |   |  |  |
|-----------------------------------|---|--|--|
| Decks <u>Good</u>                 | State if Tanks have been examined inside <u>No</u>                                | Air and Sounding Pipes <u>-</u>              | Copper, or Y.M. of Wood Vessels <u>-</u>                         |
| Caulking of Decks <u>"</u>        | State if Tanks now tested <u>No</u>   | Dblng. Plates under Sounding Pipes <u>-</u>  | (State if on Felt).<br>When put on, Month <u>-</u> Year <u>-</u> |
| Coamings <u>"</u>                 | Bulkheads <u>pt. seen Good</u>  | Engine Room Skylights <u>Good</u>            | Boats <u>Good</u>  |
| Beams & Fastenings <u>-</u>       | Ceiling <u>"</u>  | Coal Bunkers, Open'gs, Lids, &c. <u>"</u>    | Masts, Yards, &c. <u>Good</u>                                    |
| Outside Plating <u>Good</u>       | Cement or Asphalt <u>No</u>   | Oil Bunkers <u>"</u>                         | Condition, how ascertained <u>From deck</u>                      |
| " " in way of sidelights <u>"</u> | (State which.)<br>Rudder <u>Good</u>  | Scuppers <u>"</u>                            | (State if wedges removed) <u>No</u>                              |
| Breasthooks <u>-</u>              | Steering gear and its connections <u>"</u>  | Cargo Hatchways <u>"</u>                     | Sails <u>-</u>   |
| Transoms <u>-</u>                 | Windlass <u>"</u>   | Hatches <u>"</u>                             | Equipment letter <u>at</u>                                       |
| Frames <u>-</u>                   | Have pumps now been examined and found efficient? <u>No</u>                       | Planking of Wood Vessels <u>-</u>            | Anchors, No. of <u>3B 1S 1K</u>                                  |
| Reverse Frames <u>-</u>           | Have Sluice Valves now been examined and found efficient? <u>No</u>               | Caulking ditto <u>-</u>                      | Chain Locker <u>No</u>   |
| Longitudinals <u>-</u>            | Have Watertight Doors now been examined and found efficient? <u>No</u>            | Treenails ditto <u>-</u>                     | Cables (State if now ranged) <u>No</u>                           |
| Transverses <u>-</u>              | Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u> | Breasthooks & Stemson ditto <u>-</u>         | " length <u>Stated correct</u>                                   |
| Floors <u>-</u>                   |   | Transoms Pointers, & Crutches ditto <u>-</u> | (on board) mean diam. <u>270</u>                                 |
| Keelsons <u>-</u>                 |   | Timbers of Frame at openings ditto <u>-</u>  | " Rule length <u>2,5/16</u>                                      |
| Stringers <u>-</u>                |   | Ditto Ditto at other places ditto <u>-</u>   | Hawser & Warps <u>Good</u>                                       |
| Inner Bottom Plating <u>-</u>     |   | Stringers, Clamps & Shelves ditto <u>-</u>   | Standing and Running Rigging <u>"</u>                            |
|                                   |   | Salting ditto <u>-</u>                       |  |
|                                   |   | (State if examined.)                         |  |

## General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &amp;c."

This vessel, as far as seen, is in good and efficient condition and eligible, in my opinion, to remain as classed and to have record of survey 7-37. subject to indented plating Starboard side in way of No.1 tank & bottom plating (P.S.) and stern plating etc. being repaired at Owner's convenience. The notation of S.S.2nd.No.2-37.

|   |                                     |
|---|-------------------------------------|
| Survey Fee (per Section 20) <u>185.00.</u>          | Fees applied for, <u>31/7/19 37</u> |
| Completion S.S.No.2 <u>200.00.</u>                  | Received by me, <u>19</u>           |
| Special Damage or Repair Fee (if any) <u>50.00.</u> |                                     |
| (per Sec. 20) Alterations <u>200.00.</u>            |                                     |
| Travelling Expenses (if chargeable) <u>20.00.</u>   |                                     |
| Second Surveyor's Fee (if any) <u>£</u>             |                                     |

Committee's Minute McNCharacter Assigned 8. in 1937

FRI 8 OCT 1937

100A1 Subject  
Carri. pet. in bulk  
Fitt. for oil fuel

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



REPAIRS:-Wear & Tear.

No.3 COFFERDAM:- Centre line bulkhead entirely renewed, including its stiffeners;  
4 wash bulkheads entirely renewed; 6 plates, 2 vertical stiffeners  
& 10 horizontal stiffeners renewed on forward bulkhead.  
13 plates, 2 vertical stiffeners & 10 horizontal stiffeners renewed  
on aft bulkhead.

No.4 COFFERDAM:- 22 top brackets renewed & 2 vertical stiffeners 1/3rd. renewed at  
top on forward <sup>and</sup> aft bulkheads.

AFT GLAND COMPARTMENT:- Bulkhead plating & stiffeners entirely renewed.

SPECIAL REASONS LIST:- Indented shell plating not dealt with at this time, other items dealt with as noted above.

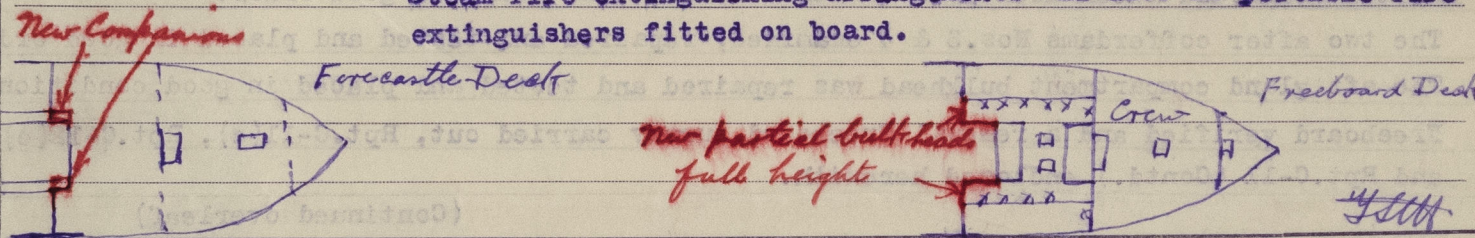
ALTERATIONS :- New partial bulkheads, plating .30", stiffeners 3"x 3"x .30" angles, spaced 30", now fitted, enclosing openings in forecastle bulkhead as shown in sketch below. Forecastle bulkhead now has "No openings" and the Load Line Certificate has been changed accordingly.

Two steel companions 4'-6" x 3'-4" x 6'-6" high, plating .30" suitably stiffened, fitted on forecastle deck leading to crew's quarters. Watertight doors of steel, strongly constructed, can be operated from both sides, sill 12".

Four circular tanks have now been fitted and connected up in summer tanks forward and aft. (2 Port & 2 Starboard) for the carriage of aviation spirit as per plans forwarded under separate cover, and it was stated that the arrangement is similar to that already approved and fitted in the "BRAMBLELEAF" at Malta.

All tanks and pumping arrangements tested to 100 lbs. hydraulic pressure after fitting on board and found in order.

Steam fire extinguishing arrangements and also 12 portable fire extinguishers fitted on board.



When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. |      |      | WEIGHT OF STOCK. |      |      | TEST PER CERTIFICATE. |       |      |      | WEIGHT REQUIRED BY RULE. |      |      | Description of Anchor.            | Makers. | Where and when tested and Superintendent. |
|------------------------|-----------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|------|--------------------------|------|------|-----------------------------------|---------|---|
|                        |           | Cwts.              | qrs. | lbs. | Cwts.            | qrs. | lbs. | Tons                  | Cwts. | qrs. | lbs. | Cwts.                    | qrs. | lbs. |                                   |         |   |
| 1st Bower ...          |           |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      | If Patent state name of Patentee. |         |   |
| 2nd „                  |           |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      |                                   |         |   |
| 3rd „                  |           |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      |                                   |         |   |
| Collective Weight. .   |           |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      |                                   |         |   |
| Stream .....           |           |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      |                                   |         |   |
| Kedge.....             |           |                    |      |      |                  |      |      |                       |       |      |      |                          |      |      |                                   |         |   |

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

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 THIS MARGIN.