

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

(Received at London Office)

SEP - 6 1937

Date of writing Report Aug. 3rd. 1937. When handed in at Local Office Aug. 4th. 1937. Port of Hong Kong

in Survey held at Hong Kong Date, First Survey June 4th. Last Survey July 31st. 1937 (No. of Visits 5)

on the Machinery of the ~~Wooden~~ Steel Twin Sc "APPLELEAF"Gross 3892 Vessel built at Belfast By whom Workman Clark & Co. Ltd. When 1917 2mo.
Net 2480 Engines made at Belfast By whom Workman Clark & Co. Ltd. When 1917 2mo.1102 Boilers, when made (Main) 1917 (Donkey) -
Power 6 Owners The Admiralty Owners' Address -
in Boilers 6 Managers - (if not already recorded in Appendix to Register Book.)
Key Boilers - Port London Voyage -
Boilers 200 If Surveyed Afloat or in Dry Dock Dry
Boilers - (State name of Dock.) H.M. Naval Dock

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

Report No. Port Docking & B.S.
Particulars of Examination and Repairs (if any) F. 13-5-37.

at Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

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

" Donkey " " " " " " "

Is not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler 22-6-37 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 3 aft blrs. only 200 lbs. 31-7-37

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

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

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

Screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Screw shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Starbd. 168ths/1000 Port 164ths/1000

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Not complete, Safety valves of three forward boilers to be adjusted.

Vessel placed in dry dock, propellers, after end of stern tubes and all fastenings of sea connect- s examined and found in good order.

Boilers examined internally and externally together with their mountings, doors & fastenings placed in safe working order.

Safety valves of the three aft boilers adjusted under steam as above.

SAFETY:-Wear & Tear.

All stay tubes renewed in the 3 aft boilers at Owners request, and boilers afterwards tested to 300 lbs. hydraulic pressure and found in order.

The centre furnace of the centre forward boiler now renewed (old furnace fractured) and boiler tested with 300 lbs. hydraulic pressure and found in order. New furnace marked LLOYD'S TEST 4394 Copy of certificate enclosed. (Continued overleaf)

General Observations, Opinion, and Recommendation:— 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, & L.M.C. 9,11, or any other alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.

The Boilers of this vessel are in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of B.S.7-37. When the safety valves of the three forward boilers are adjusted.

Fee (per Section 29) \$230.00. Fees applied for 31/7/1937

Damage or Repair Fee (if any) \$ 60.00. Received by me, 19

Selling expenses (if chargeable) \$ 10.00.

Committee's Minute

Signed

FRI 8 OCT 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006140-006147-0049

7867
T.S.S. Applha

The internal blow down pipes of all boilers renewed.

Sundry minor repairs effected.

ALTERATIONS: 4 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.

W.D.

Particulars of Examination and Repairs (if any)

Examination of the boiler was made in the presence of the Engineer and the Surveyor. The boiler was found to be in good order and no repairs were necessary.

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.

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

Did the Surveyor personally go inside each boiler to make a thorough examination at this time?

Was the boiler examined for the purpose of determining its fitness for service?

And what parts of the boiler could not be thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to ensure the fitness of the boiler?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of the Donkey Boiler?

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

Did the Surveyor examine the main pipes of the Main Boiler?

Did the Surveyor examine all the mountings of the Main Boiler?

Has every draft now been drawn and examined?

Has every draft now been changed? If so, state reasons.

Has the draft now fitted been previously used?

State date of examination of every draft.

Engine parts when referred to by number, should be counted from forward.

The Survey is for complete, state what arrangements have been made for its completion and what remains to be done.

Hot complete, state what remains to be done.

State the distance between the top of the boiler and the top of the draft.

Is an approved appliance fitted at the after end of the draft to permit of it being withdrawn?

To what pressure were they afterwards adjusted under steam?

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes