

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

(Received at London Office) 18 APR 1918

Book of writing Report 15th April 1918 When handed in at Local Office 15th April 1918 Port of MIDDLESBRO'

Survey held at MIDDLESBRO' Date, First Survey 1st Dec 1917 Last Survey 22nd April 1918 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. "APPLELEAF" Master

Gross 5891 Vessel built at Belfast By whom Workman Clark & Co When 1917-2

Net 2915 Engines made at " By whom " " " When " "

Registered 1102 Boilers, when made (Main) 1914 (Donkey)

of Main Boilers 6 Owners Admiralty Port London Voyage

of Donkey Boilers 1 Main Pressure 200 lbs Surveyed Afloat or in Dry Dock Smiths, L.S. Dock & Eastern Dock

Main Boilers 200 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Donkey Boilers

Previous Report No. Port

Particulars of Examination and Repairs (if any) Done Alterations

Medical 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 details 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.

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? Do. " Donkey " " Was not done, state for what reasons? *Not done*

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/6" to 1/8"*

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

Damage stated to have been sustained by vessel striking a mine off Larnet Head on 10th Nov. 1917, whilst on a voyage from Inver Gordon to Sabail Pass.

Vessel placed in dry dock, propellers after end of stern bushes and fastenings of sea connections examined and found good.

Found in nos 1 and 2 tanks Port and Star, oil cargo pipes and steam heating coils their valves, rods, and connections, broken and twisted and missing, main castings of sperm oil pump on main deck port side and its connections broken.

Repairs for damage. Cargo pipes, valves, rods and connections in nos 1 & 2 tanks P+S, renewed or replaced, and pipe lines tested to 125 lbs water pressure and found satisfactory. Steam heating coils in nos 1 & 2 tanks P+S, renewed or replaced, but owing to a dispute between P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 23) £ 5.5.0 Fees applied for 17/4/1918

Special Damage or Repair Fee (if any) (per Section 23) £ : : Received by me, El

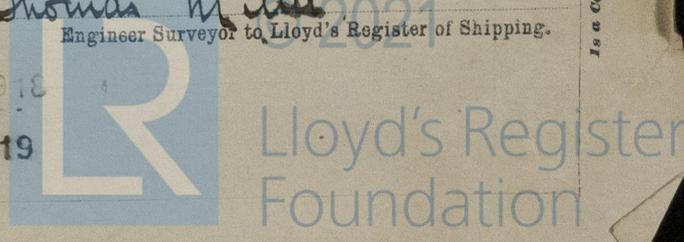
Travelling Expenses (if chargeable) £ : : 6.5.18

Signature: Thomas Miller, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 26 APR 1918

Assigned as above FRI 19 SEP 1919

FRI 24 MAY 1918



S.S. "APPLELEAF"

between Plumbers and Engineers these pipes were not jointed. The Stem connections blanked off from nos 1 and 2 tanks P+S. and heating coils stowed away. It is not known when these will be re-jointed. Sperm oil pumps renewed and steam and oil coils refitted. Alteration Ballast pump suction to No. 2 Cofferdam blanked off and connection to oil fuel pump made as shown on attached plan. Suction line (oil fuel) tested to 100 lbs per sq. in and work found good. Siphons fitted in cofferdam, P+S. to drain into fore-pump room.

Wear and Tear. On removing Cast Iron guards from outside shafting at "A" brackets and couplings, it was found that shafting was corroded circumferentially to a depth varying from $\frac{1}{8}$ " to $\frac{3}{8}$ " at ends of guards. The shafts were thoroughly cleaned and coated and lapped with marlin and canvas, and the whole coated and guards replaced.

Y^{rs} Thomas Miller

Repairs effected to pumping arrangements for damage caused by fire

It is submitted that this vessel is capable to remain as classed.

T.M.
24.4.18

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.