

SEP 18 1937

LONDON

See S. To. Rpt. No. 7722.

SAN FRANCISCO,

August 13th, 1937.

THIS IS TO CERTIFY THAT

F. G. ARCHBOLD

the undersigned Surveyor to this Society did at the request of the Owners of the Steel Screw Steamer "AMERICAN FISHER", of San Francisco, 4779 tons gross register, also of Captain Walter Gay, Lloyd's Agent, San Francisco, and in conjunction with Mr. T. C. Warkman, Salvage Association London, Vancouver B. C., make survey of said Vessel for the purpose of ascertaining the nature and extent of damage to H. P. Water Tube Boiler, stated to have been sustained by fire in air pre-heater casing at San Francisco, December 29th, 1936.

(For full particulars see Log Books, also extract of Engine Log and statements hereto attached.)

Owners state that this damage was surveyed by Mr. J. Scott, U. S. Salvage Association, in company with Mr. J. Cordes, representing Owners, on December 29th, 1936.

On July 7th, 1937, and subsequent dates while the Vessel was lying afloat at the General Engineering & Dry Dock Co.'s Plant, Oakland, the undersigned Surveyor in company with:

Mr. W. Martignoni,	representing	U. S. Salvage Assn.
Mr. Knapp,	"	Owners.
Mr. J. Cordes,	"	Owners.

and at a later date, July 17th, 1937, accompanied Mr. T. C. Warkman,



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S. S. "AMERICAN FISHER"

made a further survey of said damage, and on examination --

FOUND:-

RECOMMENDED:-

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| (1) All air pre-heating tubes removed and evidence of same having been burnt. | All tubes, 1926 in all, to be renewed. |
| (2) Tube sheets badly burnt and buckled. | Tube sheets to be removed and two new sheets installed. |
| (3) 2 soot blower elements melted and destroyed. | 2 soot blower elements complete with hangers to be renewed. |
| (4) Superheater dampers badly warped. | Dampers to be renewed. |
| (5) Forward section of breeching badly warped and distorted, together with stiffeners. | Damaged section to be removed and new section fitted. |
| (6) Port and starboard sides of uptakes badly warped. | Port and starboard sides of uptakes to be renewed complete with air casing. |
| (7) Port and starboard sides of pre-heating casing badly warped. | Port and starboard sides of this casing to be renewed complete. |

As the Vessel was urgently required for the fishing grounds, the Owners requested that permanent repairs be deferred until some future date, and the following temporary and partly permanent repairs were effected:-

PERMANENT REPAIRS:-

Molten metal and debris removed and fire sides of boiler thoroughly cleaned in way of superheater and generator tubes.

Soot blowers overhauled and put in order.

Pyrometers tested.

Boiler hydrostatically tested and proven tight.

TEMPORARY REPAIRS:-

All damaged air pre-heating tubes removed, pre-heater blanked off by fitting plates over same, and temporary openings made to by-pass air from forced draft fan to fires.

Leaks in air casings and breechings made tight.

As this damage in no way affects the safe condition of the boiler, recommend that permanent repairs be deferred until Owner's convenience.

S. S. "AMERICAN FISHER"

SUMMARY OF COST:

Permanent repairs.....	\$1372.48
Temporary repairs.....	990.87
New Tubes.....	3913.73
Cost of completion of permanent repairs as submitted by General Eng. & D.D.Co..	11158.00
	<hr/>
	17535.08
Less temporary repairs.....	990.87
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PERMANENT REPAIRS.....	<u><u>\$16544.21</u></u>

(signed) F. G. ARCHBOLD

Surveyor to Lloyd's Register of Shipping.

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S. S. "AMERICAN FISHER"

EXTRACT OF ENGINE LOG, AND STATEMENTS REGARDING FIRE DEC. 29th, 1936.

Extract of Engine Log:-

"December 29, 1936. 12-4 AM. Fire broke out around superheater tube casing of B & W Boiler about 12:15. Started fan engine on same, called 2nd and 3rd Asst. Engineers, gave word to call City Fire Dept. and telephoned Chief Engineer, fire extinguished and boiler cooling after 1:30. Secured B & W boiler and fan engine 5:15. (Used six fire extinguishers)."
(Signed) G. F. McMurray.

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According to statements of Engineers, the boiler in question was cut out at 9:15 P.M., December 28, 1936, approx. three hours before the fire was discovered. Shortly before midnight the fireman on watch noticed that the steam pressure was rising and checked fuel oil valves, feed water check valves, etc., and found everything in order; he then noticed sparks falling from topside and upon investigation found the air casing and uptakes red hot.

Two (2) soot blowers were installed for cleaning air preheater tubes and Chief Engineer reported that same were used regularly, the last time being on December 26, 1936; however, due to press of other work he had been unable to make an examination of air tubes for some time prior to this date.

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To: U. S. Local Boiler Inspectors,
San Francisco.

San Francisco, Cal.
December 29, 1936.

From: Malcolm C. Wright, Chief Engr. SS. "AMERICAN FISHER"

Subject: Report of fire aboard the S.S. "AMERICAN FISHER"

"Shortly before 1:00 AM this date I was called from my residence at 1220 High Street, Alameda, to the above vessel by night relief engineer, George F. McMurray, who said that there was a fire in the back of the B & W boiler. Upon arriving at the vessel which was moored at Pier #50-B, I found the city fire department just leaving.

"A preliminary external examination showed the breeching over the B & W boiler warped and the paint burnt off. Upon opening the access door to the breeching, found that practically all the air heater tubes were burnt out.

We wish to proceed with repairs at once."

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Statement of Max Colker, night relief engineer aboard SS "AMERICAN FISHER" on watch from 5:00 PM to 12 midnight. December 28, 1936.

9:15 2nd Assistant secured turbine - B & W Boiler.
9:45 stopped circulator
10:15 Had coffee in mess room.
11:00 Saw fireman in fire room
Relief fireman came down
11:30 My relief came aboard.
11:50 After looking over engine room took oil meter and signed log.
12:00 Left ship.

(Signed) M. COLKER.

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S. S. "AMERICAN FISHER"

Statement of George F. McMurray, Night relief engineer aboard the SS. "AMERICAN FISHER", Dec. 28, 29, 1936:

January 1, 1937.

"I came aboard the SS "AMERICAN FISHER" about 11:40 P.M., December 28 and took over the night watch as engineer.

About 12:15 the fireman on watch came up and told me there was something wrong, he led me to the upper fire room on the starboard side, when he opened the door I saw the paint falling off and burning around the superheater and uptake casings, so went back to the upper engine room and got a fire extinguisher which I emptied around the starboard side of the fire but seen that it was starting right up again after being put out. So I run up and called the 3rd Asst., telling him we better call the fire dept.

Went back down and the 2nd Asst. got there about the same time and we started the fan engine and played two more fire extinguishers around the Port side, by that time there was quite a crowd around and they called the city fire dept. who used chemicals and soon had the flames stop. Then went on the dock and telephoned to the Chief engineer to come down right away.

We left the fan running and let the boiler cool down, keeping over half of a glass of water in it.

Shut down the fan engine a little after 5 AM and kept a close watch 8 AM".

(Signed) G. F. McMURRAY.

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Statement of Samuel Morris, fireman aboard the SS "AMERICAN FISHER" on watch from 4:00 PM to 11:15 PM, December 28, 1936:

"About 9:15 PM on Dec. 28 the night engineer told me that they were shutting down the turbine. About five minutes later the 2nd Assistant told me the turbine was shut down and were going to secure the B & W boiler. The night engineer told me to have plenty of water on the B & W boiler and I had about 3/4 glass. The 2nd Assistant closed the main stop valve and I put out the one fire I had under that boiler. The 2nd Assistant then closed the fuel oil master valve and stopped the fan. Then I checked over the fuel valves to each burner and saw that they were secured. The steam pressure then was about 260 lbs. Then I continued to watch the Scotch boilers and when I left the fire room at 11:15 the pressure on the B & W was 210 lbs. The night engineer was in the fire room at that time and everything was apparently O.K."

(Signed) SAMUEL MORRIS.

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Statement of F. Pansitesen, acting fireman aboard the SS "AMERICAN FISHER" on watch from 11:00 PM, Dec. 28 to 8:00 AM, Dec. 29, 1936:

"I relieved the 8-12 fireman at 11:00 PM. Steam on B & W boiler was 250 lbs. Fireman and the engineer on watch were in the fire room about 11:30 the engineer went on deck, he told me that he be back to check the meter 10 min. to 12. About 5 mins. to 12 I made the round, at 11:45 steam was 220 lbs., at 12:00 240 lbs. and kept on rising fast, at 12:10 min. was 290 lbs. I checked all valves, feed water, fuel oil, and found nothing wrong. I looked all around the boiler and saw sparks falling from up above. I went up and see the uptakes and saw it red hot, and paint was burning off. I went up and called the engineer on deck and 2nd Asst., then they took full control of the fire room."

(Signed) F. PANSITASEN.