

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

(Received at London Office APR 21 1938)

Date of writing Report Apr 4 1938 When handed in at Local Office Apr 4 1938 Port of Vancouver, B.C.

No. in Reg. Book 21337 Survey held at Victoria 1936 Date, First Survey Mar 12 Last Survey Mar 25 1938 (No. of Visits 4)

on the Machinery of the Wood Iron and Steel T.S.M.V. BEULAH

Tonnage { Gross 1389 Vessel built at Ferig By whom Randolph A/S Skibs When 1923 3
 Net 1042 Engines made at Stockholm By whom J.G. Bolinder & Co. When 1923

Nominal Horse Power 137 Boilers when made (Main) 19 (Donkey) 1914 fitted 32

No. of Main Boilers 1 Owners Carriso Inc. Owners' Address Port Panama Voyage

No. of Donkey Boilers 1 Managers Flores Bros & Co. (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock DR. Jarrow (State name of Dock.)

in Donkey Boilers 150

Last Report No. Port

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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates 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 Report attached.

Was a damage report made by anyone else? If so, by whom? Owner and underwriters Surveyors.

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

Donkey " " " No

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination 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 Boilers?

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? 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?

Has shaft now been changed? If so, state reasons

Has the 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?

State 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 0.6 ft. forward

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

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

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Year assigned, no. or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1. 7. 37.		+LMC 10. 33
J.S. 2. 10. 33		+LMC (Lins) 6. 36
		DBS. 6. 37
		OTG. 7. 37.
		DB 14 fitted 22.

REPAIR

Vessel left Vancouver Dec 24, 1937, with general cargo and lumber and had encountered heavy weather, and returned to Victoria Dec 27. On Dec 28, 1937 vessel struck at her moorings Ogden point dock, Victoria, and was finally raised Feb 11, 1938

Now done. Vessel placed on dry dock. The fastenings of Sea Connections, Stem Bush and propeller examined and found good.

All machinery including Electric Equipment has been under water, and will require complete overhaul and examination, including donkey boiler.

General Observations, Opinion, and Recommendation:— The above for the information of the

(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 rule.)

Committee

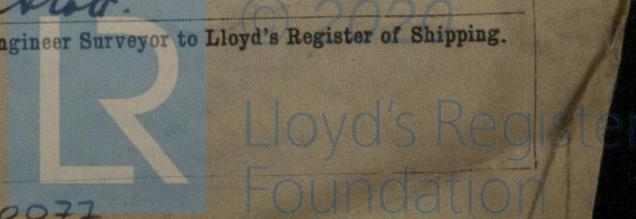
Survey Fee (per Section 29).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	50.00	<u>44</u> 1938
Travelling expenses (if chargeable).....	£	:	28.00	Received by me,

A. Watt.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Deferred

Assigned

THE 10 MAY 1938



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