

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

(Received at London Office)

AUG 23 1937

Date of writing Report July 30th 1937 When handed in at Local Office 19 Port of SAN FRANCISCO

No. in Survey held at Oakland Date, First Survey June 28 Last Survey July 10 1937
 Reg. Book 1337 (No. of Visits 7)

1630 on the Machinery of the XXXXXX Steel T.S.M.V. "BEULAH"

Tonnage Gross 1389 Vessel built at Fevig By whom Randolph A/S Skibs When 1923-3
 Net 1042 Engines made at Stockholm By whom J. & C. G. Bolinders Co. When 1923

Nominal Horse Power 137 Boilers, when made (Main) - (Donkey) 1914

No. of Main Boilers 1 Owners CARRISO, INC Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Flood Bros. Port Panama Voyage -

Team Pressure - If Surveyed Afloat or in Dry Dock Both
 in Main Boilers - (State name of Dock.) Moore D.D.Co., Oakland, Cal.

in Donkey Boilers 150#

Last Report No. - Port -

Particulars of Examination and Repairs (if any) D.B.S.-L.M.C. & Dam.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

Was a damage report made by anyone else? If so, by whom? Board of Marine Underwriters of San Francisco, Inc.

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

" " Donkey " " " " Yes

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 June 30th, 1937 Present condition of funnel(s) good

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? Yes To what pressure were they afterwards adjusted under steam? 115 lbs.

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

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

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

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

Has shaft now been changed? Yes If so, state reasons Pitted in way of bearings and grooved in way of gland packing.

Has the shaft now fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 9-7-37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft O.G.

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

Is electric light XXXXXX fitted? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. TO COMPLETE L.M.C.: Starting air receivers to examine a test with connections. Electrical equipment to be examined. (NOTE: Owners

state L. M. C. survey will be completed at next drydocking.

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PART L.M. C.

Auxiliary Compressor - (1 Stage) and Auxiliary engine (gasoline) for same opened up and examined throughout with connections.

Auxiliary generator Engine (Gasoline) opened up and examined throughout and found satisfactory

Pumping Arrangements examined, tested and found in order.

Spare Gear examined and found in order.

D. B. S.

Donkey Boiler opened up and examined internally and externally with all mountings.

Steam pipes and connections examined.

Safety valves adjusted under steam to 115 lbs. per sq. inch at request of Owners. (Cont. on Pg. 2.)

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, D.S. 9,11, B.&N.S. 9,11, & L.M.C. 9,11, or

*L.M.C. 140 lb., F.D., &c.)

CS 3,34,

The machinery of this vessel is eligible in my opinion to remain as classed with fresh records of T.S. O. G. (New) 7-37, D. B. S. 6-37 and notation * L.M.C. and date when the survey has been completed.

Survey Fee (per Section 29) \$25.00

Special Damage or Repair Fee (if any) \$120.00
 (per Section 29.)

Travelling expenses (if chargeable) \$ 5.00

Fees applied for
July 20, 37

Received by me,
19

Committee's Minute NEW YORK AUG 11 1937

Assigned D. B. S. 6, 37. T. S. N. 7, 37.

M. S. Hartly killed.
D. B. L. R. measure

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 W425-0088 (1/2)

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Rpt. 9a. PAGE NO. 2.

Port of S AN FRANCISCO

Continuation of Report No. 7706 dated July 30th, 1937 on the T.S.M.V. "Beulah"

DAMAGE

Damage stated to have been sustained due to grounding at Mazatlan, June 10th, 1937.

Vessel placed on drydock, fastenings of propellers, stern bushes and sea connections examined.

Sea Connections: Opened up and examined with connections.

T. S. Port and Starboard screw shafts drawn, examined and found grooved in way of stuffing box gland, also rough and pitted in way of bearings.

New shafts now fitted.

Marks on shafts:

Port - LLOYD'S 1178 - S.F.B. 9-7-37

Starboard - LLOYD'S 1179 - S.F.B. 9-7-37

P. and S. strut bushings and tube bushings (white metal) machined to suit new shafts. Port tube bushing now renewed.

P. and S. gland bushings (Bronze) machined to suit new shafts.

P. and S. Oil glands (Cederval) overhauled. New white metal wearing rings fitted. Springs and fastenings overhauled. Glands tested to 25 lbs. oil pressure and found satisfactory.

MAIN ENGINE

Port and starboard opened up. Examined all cylinders, liners, covers, hot bulbs, pistons, connecting rods, gudgeon pins, crank pins, main bearings, brasses and bolts, thrust shafts, collars and bearings, fuel pumps and connections, attached bilge and circulating pumps and connections.

Main compressors (2 stage) pistons, cylinders, valves and connections, crank pins, main bearings and brasses.

All Separate Pumps opened up and examined with connections and found satisfactory.

Main and Auxiliary Engines examined under working conditions and found satisfactory.

REPAIRS

Port Engine Nos. 2 and 3 pistons fractured on top, now replaced by new pistons.

No. 4 cylinder cover and hot bulb fractured. Now replaced by new spare cover and hot bulb.

No. 3 Main Bearing - bottom half brase re-metaled.

Compressor coupling bolt holes reamed and new bolts fitted.

Shaft checked for alignment and found good

Exhaust manifold to No. 3 and 4 cylinders rejointed.

Starboard Engine No. 2 piston, fractured on top, now replaced by new piston.

No. 2 cylinder cover and hot bulb fractured. Now replaced by new spare cover and hot bulb.

Exhaust manifold to No. 3 and 4 cylinders rejointed.

Shaft checked for alignment and found good.

NOTE: Owners wish above items to be credited to L. M. C. Survey.