

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

(Received at London Office 28 JAN 1933)

Date of writing Report Dec. 30th 19 32 When handed in at Local Office _____ 19 _____ Port of SAN FRANCISCO,

No. in Reg. Book. 58357 Survey held at San Francisco, Cal. Date, First Survey Nov. 15th Last Survey Dec. 12th 1932
(No. of Visits Twelve.)

on the Machinery of the ~~XXXXXXXXXX~~ Steel Twin Screw M. S. "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. Ltd When 1923

Nominal Horse Power 137 NHP Boilers, when made (Main) _____ (Donkey) _____

No. of Main Boilers _____ Owners Carriso, Inc. Owners' Address _____
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Wood Bros. Port PANAMA Voyage _____

Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 lb.

Last Report No. 6577 Port SFO

Particulars of Examination and Repairs (if any) **DONKEY BOILER REPAIRS.**

(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?

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 " " " " " Yes. (Nov. 30, 1932)

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? _____

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? 125 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? "

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? _____ 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat.

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

Donkey Boiler stated to have been damaged through salt water during a voyage from San Francisco to South Seas. On entering Levuka, Donkey Boiler started leaking and Vessel proceeded to Suva where temporary repairs were effected July 23rd, 1932.

NOW DONE:- On examination of Donkey Boiler found combustion chamber back plate badly buckled. Combustion chamber crown plate badly buckled. Tubes leaking and furnace badly buckled, being down on top and in at sides.

Recommended that combustion chamber back and top plates be renewed. All tubes renewed and furnace renewed together with stays.

Owing to these extensive repairs, Owners located another boiler similar to the present one and decided to install same. This Boiler was made by the Eureka Boiler Works, San Francisco, for the Boozone Fish Co. in 1914 and was only in use a few years and thereafter in storage.

Careful examination was made of this Boiler and same was found in good condition with the

General Observations, Opinion, and Recommendation:— (P. T. O.)

RECOMMEND that this re-tested Donkey Boiler be classed in the Register Book with record and date, subject to two 2 1/2" safety valves being installed and adjusted under steam on Vessel's return to this Port in about three months.

Survey Fee (per Section 29).....	\$ 125.-	Fees applied for <u>Dec. 31 19 32</u>
Cr. NYk. photost., cables & telegs.	13.60	
Special Damage or Repair Fee (if any).....	_____	
(per Section 29.) SFO. niteletter	1.20	
Travelling expenses (if chargeable).....	\$ 5.-	Received by me, _____ 19 _____

Committee's Minute NEW YORK JAN 18 1933

Assigned D. B. made 1914 - fitted 12.32

Steam Pressure 150 lb. D. B. S. 12.32 subject

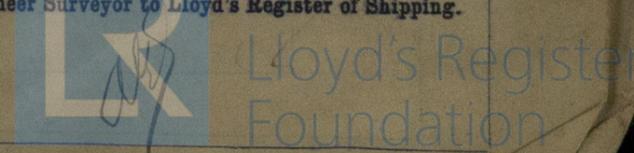
W425-0114

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned and applied.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A 1	12, 31	L.M.C.
SFO. No. 2-31		DBS 9, 31 TS OG 9, 31
		OIL ENGINE

(SEE BOILER RPT 5a FOR PARTICULARS OF D.B. NOW FITTED)

When 631 - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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



exception of tubes and five hand hole plate studs, and these have now been renewed. Boiler and mountings thoroughly examined internally and externally and found in order. The safety valve being only 3" dia., it was found to be too small as per Rule requirements and recommendations were made to supply and install two 2½" dia. valves, but owing to the Vessel being urgently required and no valves being available at this time, Owners requested that the boiler be accepted as is, and, on Vessel's return to this Port two new valves will be installed. Boiler was tested to 225 lbs. hydrostatic pressure and found sound. (W.P. 150 lbs.) Safety valve was adjusted under steam to 125 lbs. at this time at Owner's request.

The Boiler was drilled with the following results:- Shell Plates, 11/16",
Combustion Chamber plate - top, 5/8" - side 1/2", bottom 1/2", -furnace 1/2".

(FOR FULL PARTICULARS SEE FIRST ENTRY REPORT.)

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.