

LONDON

See S to. Rpt. No. 6845,

SAN FRANCISCO,

December 12th, 1932.

THIS IS TO CERTIFY THAT

F. G. ARCHBOLD

the undersigned Surveyor to this Society did at the request of Messrs. Flood Bros., Managers of the Steel Twin Screw Motorship "BEULAH", of Panama, 1389 tons gross register, make survey of said Vessel for the purpose of ascertaining the nature and extent of damage to Donkey Boiler stated to have developed during a voyage from San Francisco to the South Seas and stated to have been caused through negligence of crew in allowing Boiler to become salted. As per Log Statement:- "Vessel sailed from San Francisco April 30th, 1932. On entering Levuka, Fiji Islands, Donkey Boiler started leaking. Proceeded to Suva, arriving July 23rd, 1932, and a survey held by Surveyor and temporary repairs effected. (See Surveyor's Report dated Suva, August 10th, 1932.)

On November 30th, 1932, and subsequent dates while the Vessel was lying afloat at this Port, the undersigned Surveyor made examination and found:- Furnace collapsed on top and in at sides. Combustion chamber top and back plates badly buckled. Tubes more or less leaking. Tube sheet top flange slightly buckled.

RECOMMENDED that furnace, combustion chamber top and back plates, together with necessary stays and tubes be renewed.

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Lloyd's Register
Foundation

W425-0115 (1/2)

Tube sheet top flange to be faired.

Boiler to be tested and proven tight on completion of repairs.

Specifications were drawn up for these repairs and a price of THREE THOUSAND FIVE HUNDRED TWENTY AND 00/100THS DOLLARS (\$3520.00) was submitted by the Eureka Boiler Works to complete the repairs in twenty-one (21) days, or, as an alternative proposition submitted a Boiler of similar dimensions which had been made for the Boozone Fish Company and had only been in use a few years, and to install same in eight (8) days. The Owners decided to accept this alternative, subject to the Boiler passing the requirements of Lloyd's Register of Shipping for classification.

The Boiler was examined internally and externally, all mountings examined, and Boiler shell, combustion chamber, and furnace plate drilled and found in order. All plain tubes were renewed and studs for hand hole plates renewed.

Boiler tested to 225 lbs. hydrostatic pressure for a working pressure of 150 lbs. and proven tight.

This re-tested Boiler is now in good condition and eligible to be classed in the Register Book, subject to two 2½" safety valves being installed on Vessel's return to this Port at the end of present voyage. The present safety valve was adjusted under steam to 125 lbs. at the Owner's request.

(Sgd) F G ARCHBOLD

Surveyor to Lloyd's Register of Shipping.