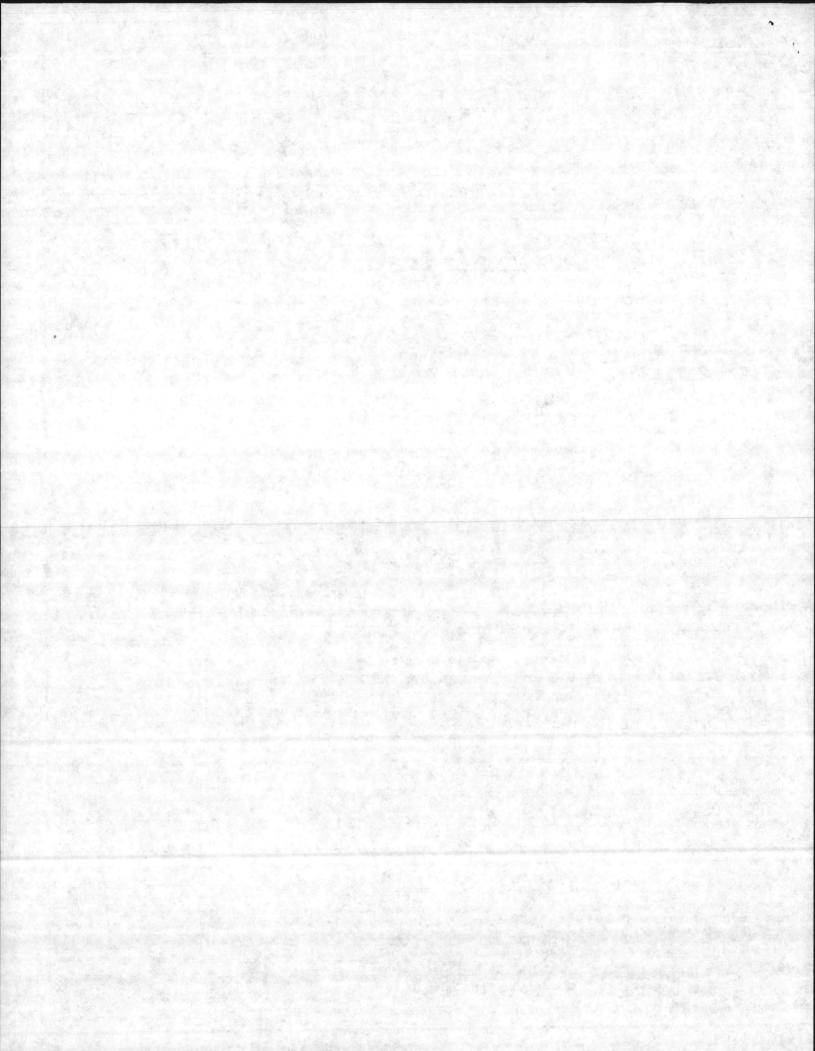
INSPECTION REPORT-BOILERS
NAVFAC 9-11014/41 (3/67)
Supersed NAVDOCKS 2544
5/N 0105-LF-004-0000 July TYPE OF INSPECTION B X INTERNAL & EXTERNAL WITH PRESSURE TEST INTERNAL & 1. FROM CERTIFICATE ISSUED YES [BASE MAINT OFFICER CAMP LEJEUNE MAUFACENGCOM NORFOLK UA. BOILER DATA FAC 225 FOR NOT ISSUING CERTIFICATE 3. MANUFACTURER 6. MFG. MODEL NO. P-25-25-W-W-00,000 1700 I. PRESSURE DESIGNED OPERATING COAL OIL psi FIRE UNSATISFACTORY SATISFACTORY B. COMBUSTION CONTROL (M/g. Name) 17. BOILER USE RAILEY & FIREYE F : AFTER HEAT TRAP AFTER BOILER * EXCESS O2 SAFETY DEVICES SAFETY VALVES 23. PSI SETTING 22. NUMBER AND SIZE STEAM PRESSURE GAUGE 26. CORRECTIONS psi; OTHER_ ASHCROFT FASON IF NOT TESTED WATER LEG CONSTANT___ FIRING EQUIPMENT IN SERVICE ITEM FABER OIL BURNER 28. MANUFACTURER GUN & NOIZE - STEAM AFIN 29. TYPE 30. FUEL GRADE 31. INSPECTOR'S COMMENTS 33. SIGNATURE ATTACHMENT(S) (Check) R.M. Dello COPY OF INSPECTOR'S REPORT

BY DIRECTION

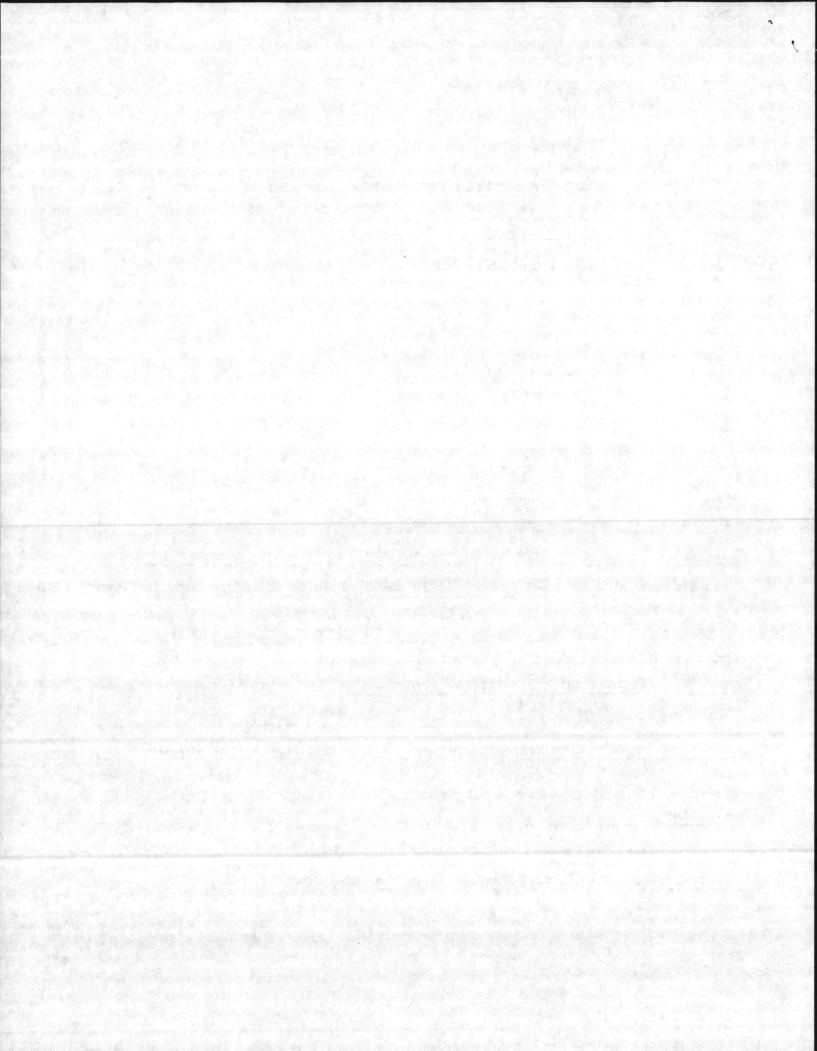


5ND LANTDIV 9-4730/6 (Rev. 8/68)
Boiler Inspection - Addendum to NAVFAC 9-11014/41

DATE: 11 July 1979 ACTIVITY: Marine Corps Base, Camp Lejeune, North Carolina BUILDING NO: 1700 BOILER NO: Based on the existing condition and present rate of deterioration, it is estimated that the boiler has a remaining life of / / () years /X/ 5 or more years The following corrective action is recommended: 1. Front wall refractory is shifting and pushing front wall burner eye tubes into flame pattern. Temporary repairs have been made to pull tubes back into place and refractory patched around burner eye and tube anchors. 2. Burner eye and boiler front wall refractory has been noted in prior inspection reports. 3. Boiler plant operators are having to cut back on boiler load due to flame impingement on wall tubes in back of furnace. This is caused by deterioration of the throat flare of the burner eyes as noted in enclosure (1), Report from Utilities on burner throat measurements. 4. Approximately thirty percent of the outer skin casing has deteriorated and leaks flue gases. 5. These repairs should be accomplished within next fiscal year due to: a. An improved combustion efficiency (flame distortion from burner eye shape).

b. The potential problem and damage to burner eye tubes of moving into

flame pattern from further front wall refractory movement.



MAIN/CLW/rn 11370 DATE: 19 Jul 1979

FROM:

General Foreman, Steam Generation

TO:

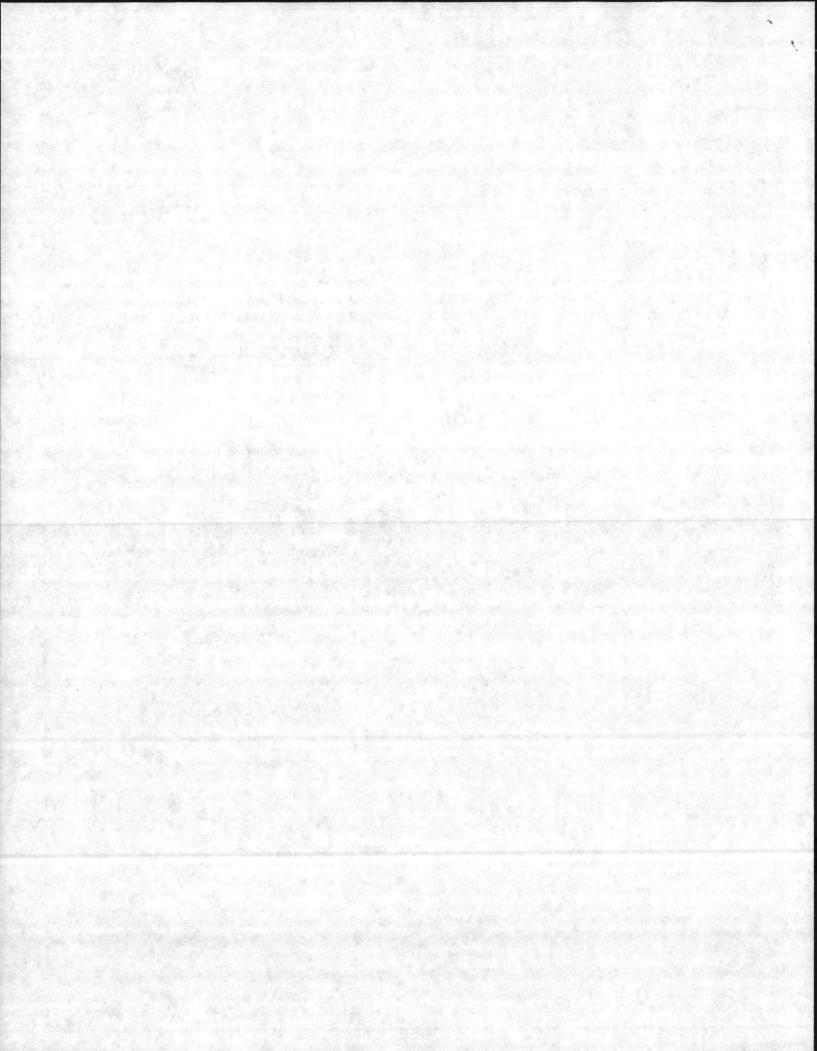
Director, Utilities Division

SUBJ:

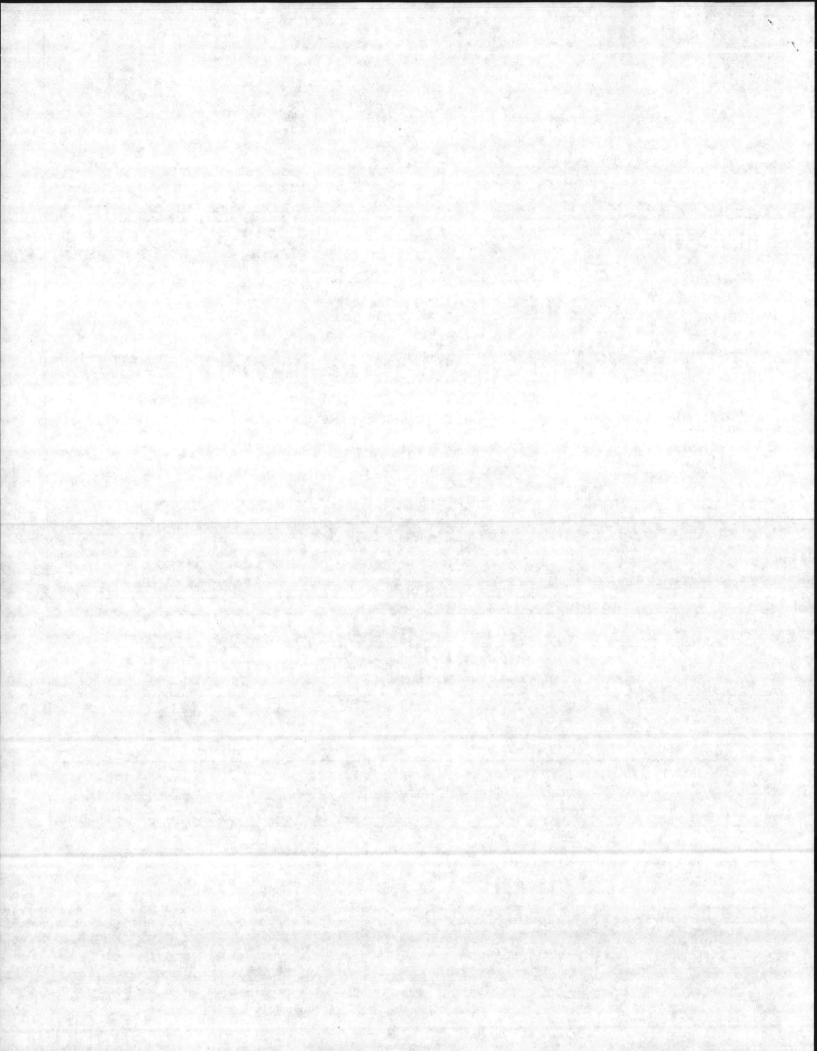
Replacement of Throat Tile in Boilers, Bldg 1700

- 1. Boilers have been giving trouble forthe last two or three years. There has been problems with heavy carbon build up around throat and down the front of boiler. We have also had trouble with impengement of tubes and flame hitting walls in back of furnace. Boiler air flow has been checked and new guns and nozzles have been installed to correct situation. Guns (new) have also been moved in and out of blast tube to try to get rid of impengement problem, but nothing seems to help. We have suspected for quite some time that this situation was due to the shape of the throat. After careful observation and measurements, I feel sure that the throat tile is what is causing all, or most of our trouble.
- 2. Measurements were taken in Boiler No. 3, which indicate that the throat needs replacing. According to Print #4AB-3349-1 by Riley Stoker Corporation, throat measurements are 6" from throat ring to where flare in tile starts, 18" from throat ring should be 48" in diameter which is the overall drop of the tile. The measurements for Boiler No. 3 are: 8 to 10" from throat ring to where flare starts, 24 to 28" from throat ring, and 45" in diameter. Due to cracks and patching, there is very little uniformity in throats. With this situation as is, and if not corrected in the near future, we will most likely have to cut back on boiler load due to impengement. Presently on No. 2 Boiler, around 78,000-80,000 pounds of steam is all we can run due to flame hitting back walls; we are now using 85° nozzles.

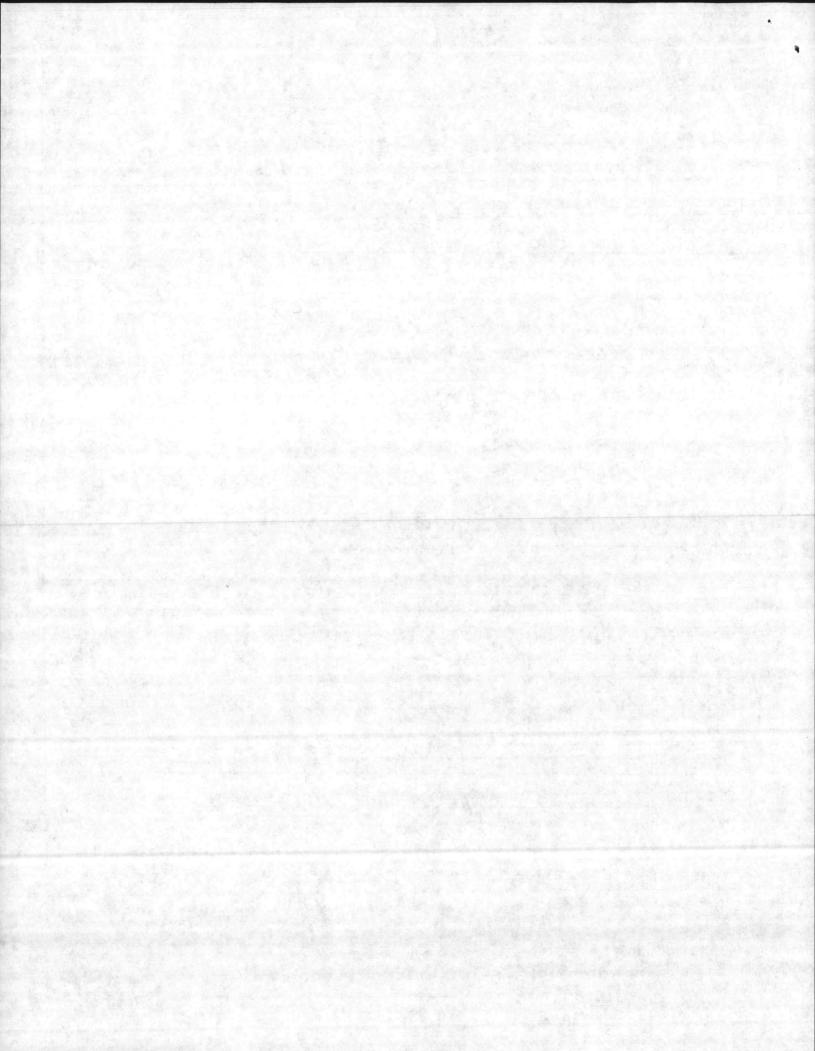
COLON L. WETHERINGTON



NAVFAC 9-11014/41 (T-POILERS				DATE OF INSPECTION
Supersedes NAVDOCKS S/N 0105-004-0000	\$ 2544				10-31-77
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2. 10	nt Officer Ca				15. BOILER INSPECTOR
Commanda	N Holyte Marie	we Co	ex Cod	e LFF	LO Mobiley NAVY OR NATIONAL BOATO NO.
3. MANUFACTURER	BOILER DATA				NAU FAC 101 16. REASON FOR NOT ISSUING CERTIFICATE
0.1	1 #11:00				16. REASON FOR NOT ISSUING CERTIFICATE
4. PROPERTY NO.	STOKER S. MFG. SERIAL NO.	1 6. MF	G. MODEL NO.		
7. BUILDING NO.	1944 8. YEAR BUILY		5-25- W	121.	
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	DESIGNED	OPERAT		20	
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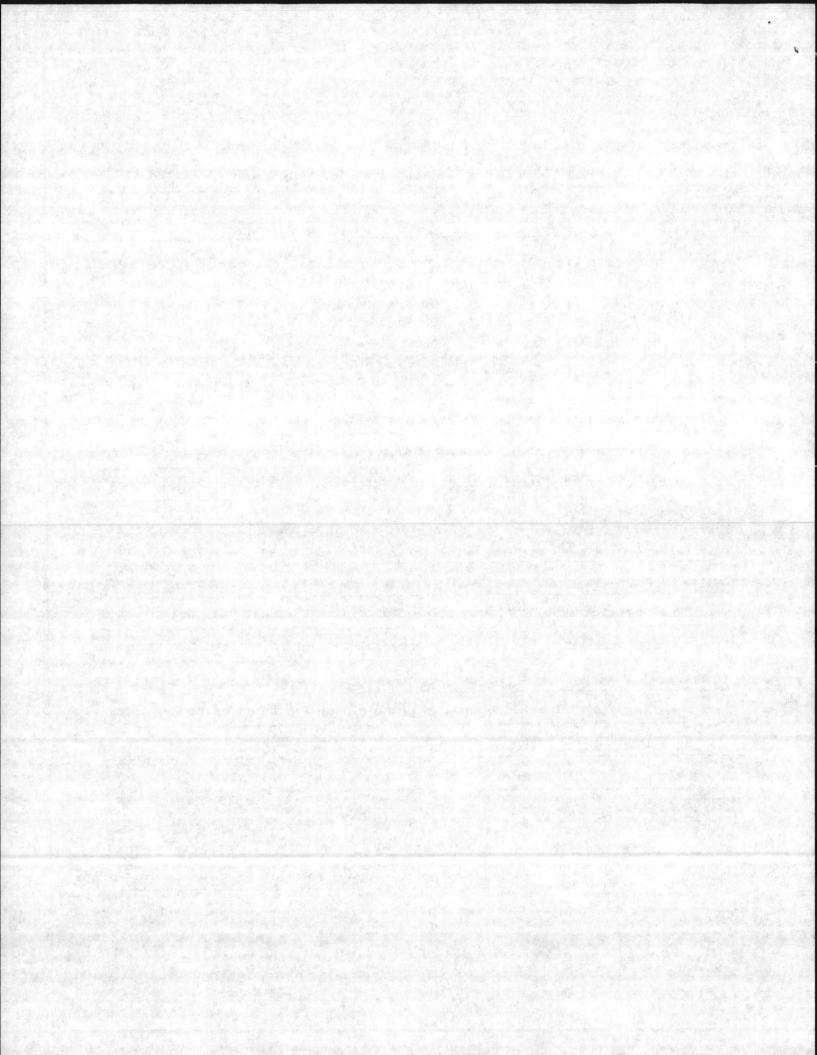
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				1 1011
NAUFACE	NO-COM NO	RFOLK UA.		JOAN L. SILLENA
	BOILER DA	ATA		
3. MANUFACTURER				MANTAK 225
RILEY :	STOKER			
A. PROPERTY NO.	5. MFG. SERIAL NO.	6. MFG. MODEL P		
7. BUILDING NO.	1946 B. YEAR BUILT	P-25-25	-100	
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SATISFACYO		WATER FIR	E	
X SALISENCIO	AT TONSALISPACIONI	TUBE TU	BE C. I.	
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5ND LANTDIV 9-4730/6 (Rev. 8/68) Boiler Inspection - Addendum to NAVFAC 9-11014/41

DATE: Marine Corps Base, Camp Lejeune, North Carolina ACTIVITY: 1700 BUILDING NO: BOILER NO: Based on the existing condition and present rate of deterioration, it is estimated that the boiler has a remaining life of /X/ 5 or more years / / () years The following corrective action is recommended: Front wall refractory is shifting and pushing front wall burner eye tubes into flames pattern. Temporary repairs have been made to pull tubes back into place and refractory patched around burner eye and tube auchors. Burner eye and boiler front wall refractory has been noted in major inspection reports. Approximately ten percent of the outer skin casing has deteriorated and leaks flue gases. These repairs should be accomplished within next fiscal year due to: a. An improved combustion efficiency (flame distortion from burner eye shape). b. The potential problem and damage to burner eye tubes of moving into flame pattern from further front wall refractory movement.

21 May 1979



S'N.0107.778.8099
DEPARTMENT OF THE NAVY

Memorandum

MAIN/CLW/rn 11370 DATE: 19 Jul 1979

FROM:

General Foreman, Steam Generation

TO:

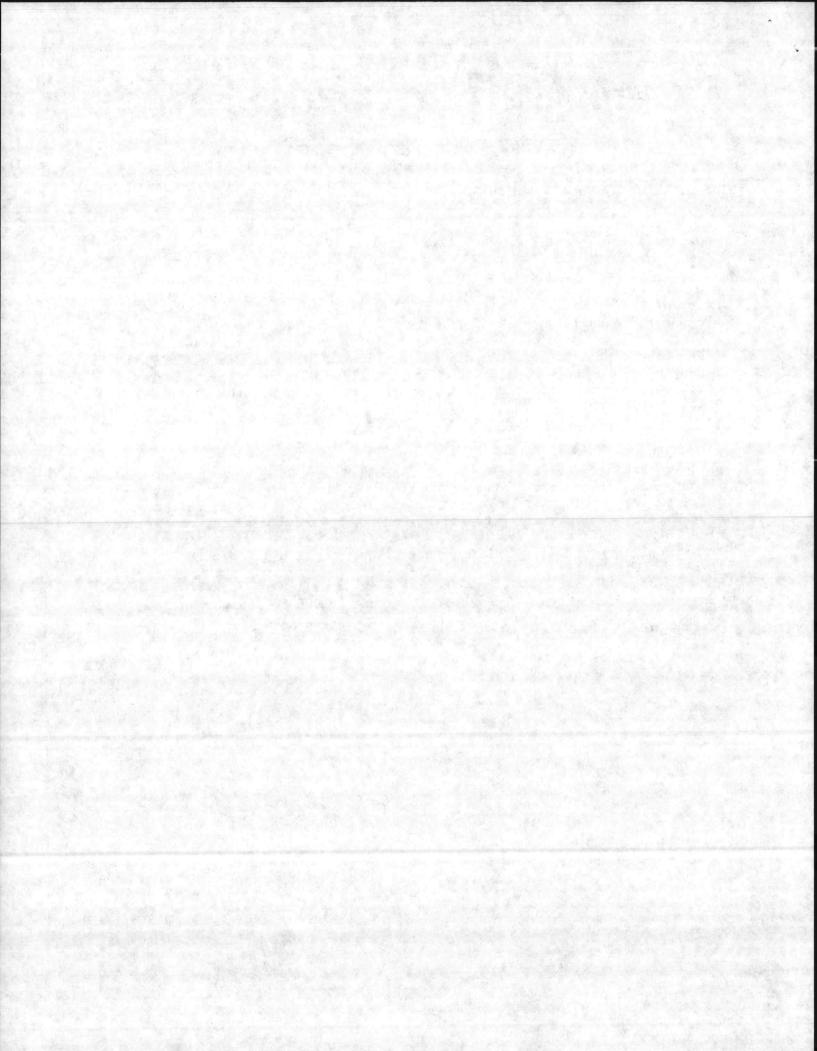
Director, Utilities Division

SUBJ:

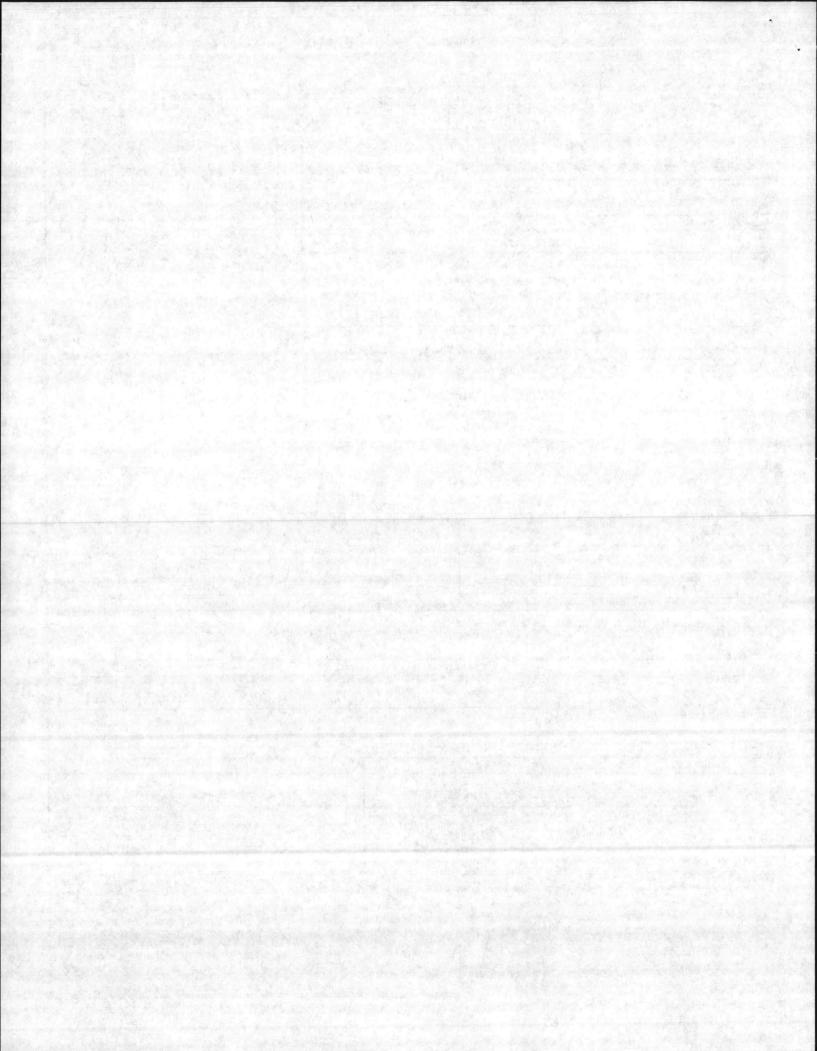
Replacement of Throat Tile in Boilers, Bldg 1700

- 1. Boilers have been giving trouble forthe last two or three years. There has been problems with heavy carbon build up around throat and down the front of boiler. We have also had trouble with impengement of tubes and flame hitting walls in back of furnace. Boiler air flow has been checked and new guns and nozzles have been installed to correct situation. Guns (new) have also been moved in and out of blast tube to try to get rid of impengement problem, but nothing seems to help. We have suspected for quite some time that this situation was due to the shape of the throat. After careful observation and measurements, I feel sure that the throat tile is what is causing all, or most of our trouble.
- 2. Measurements were taken in Boiler No. 3, which indicate that the throat needs replacing. According to Print #4AB-3349-1 by Riley Stoker Corporation, throat measurements are 6" from throat ring to where flare in tile starts, 18" from throat ring should be 48" in diameter which is the overall drop of the tile. The measurements for Boiler No. 3 are: 8 to 10" from throat ring to where flare starts, 24 to 28" from throat ring, and 45" in diameter. Due to cracks and patching, there is very little uniformity in throats. With this situation as is, and if not corrected in the near future, we will most likely have to cut back on boiler load due to impengement. Presently on No. 2 Boiler, around 78,000-80,000 pounds of steam is all we can run due to flame hitting back walls; we are now using 85° nozzles.

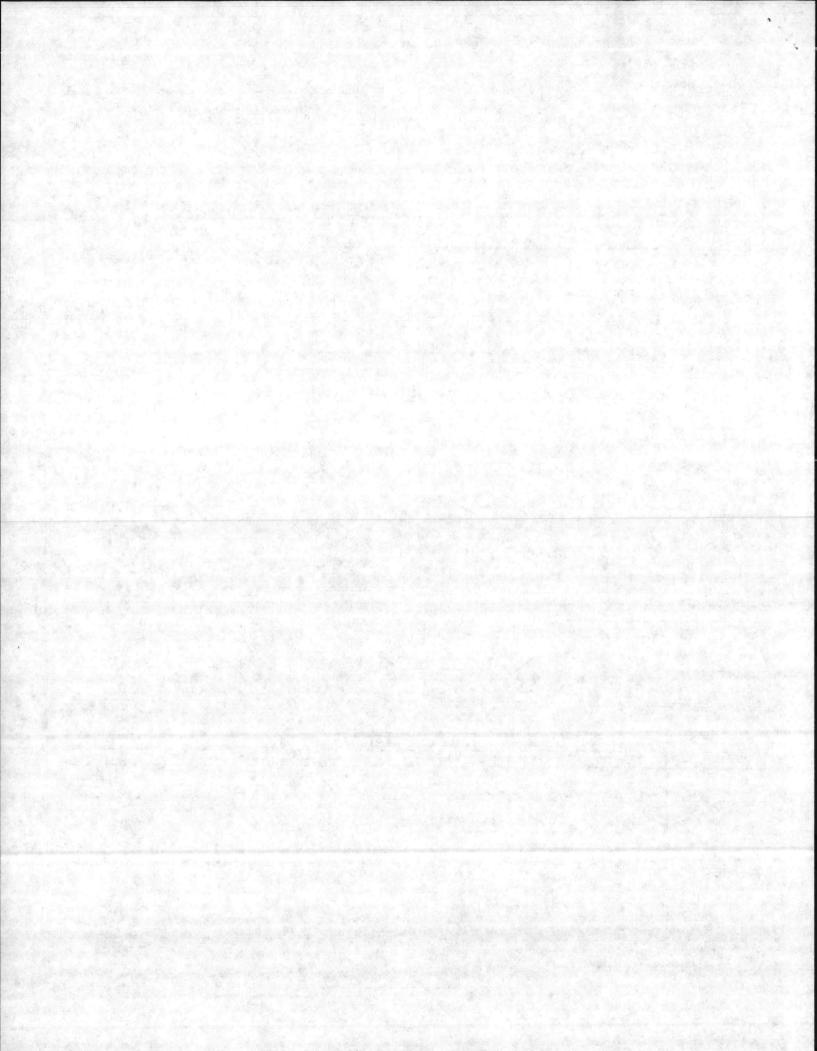
COLON L. WETHERINGTON

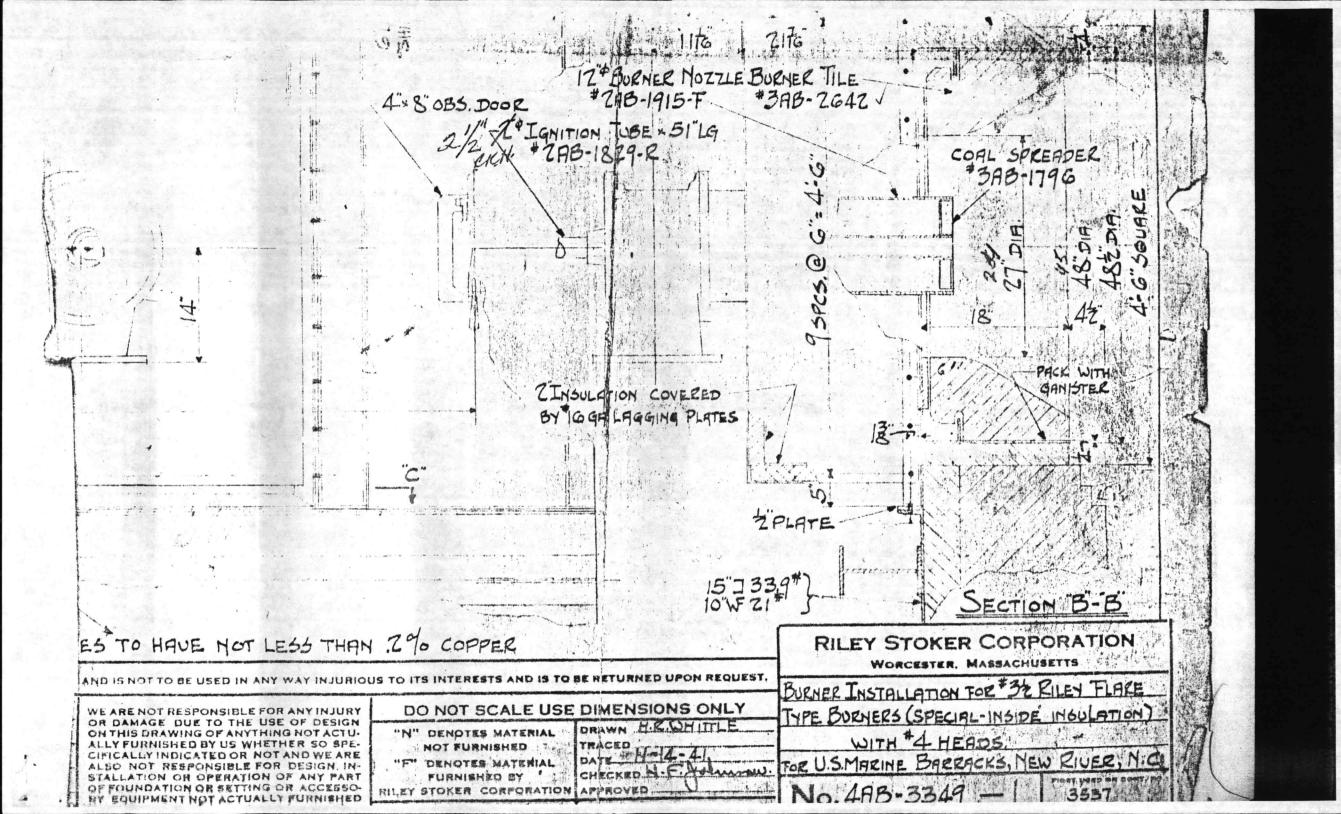


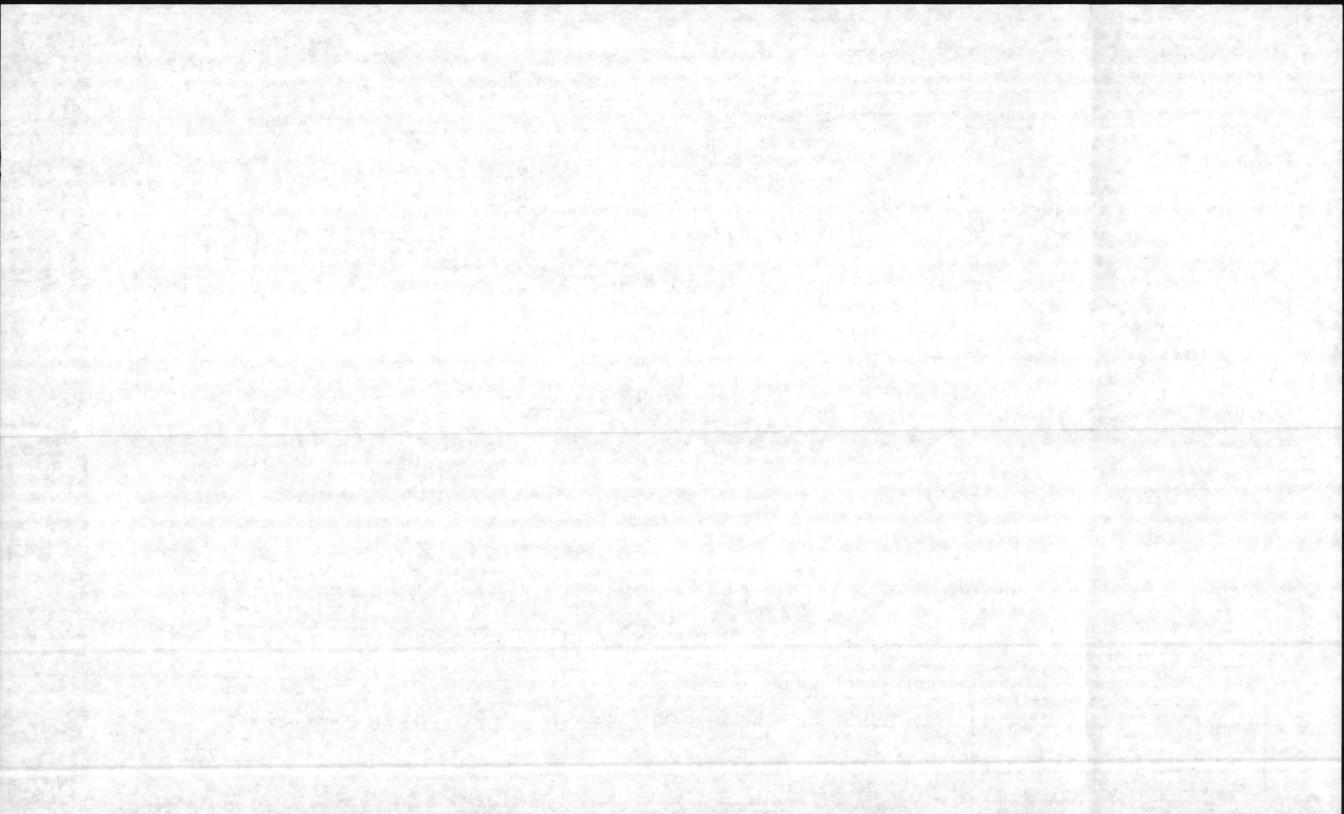
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EXPORT COMBUSTION MANUFACTURER SHCRO REASON IF NOT TO ITEM MANUFACTURER TYPE FUEL GRADE	FTESTED IN SER FABER OIL BU GUNF NOZZIE -S -#-6	SAFETY SAFETY SAFETY STEAM PRESS	BOILER	SAILEY SE 23. PSI SE -6" 185-18 NSTANT 10 AL -1/EY STAI	TTING 24. CO	PI PEC
EXPORT COMBUSTION MANUFACTURER SHCRO REASON IF NOT TO ITEM MANUFACTURER TYPE FUEL GRADE	FTED IN SER FABER OIL BU GUNF NOZZE -S ++6	SAFETY SAFETY SAFETY STEAM PRESS	BOILER	SAILEY SIZE 23. PSI SE 1-6" 185-18 NSTANT 10 AL	TTING 24. CO	PI PEC
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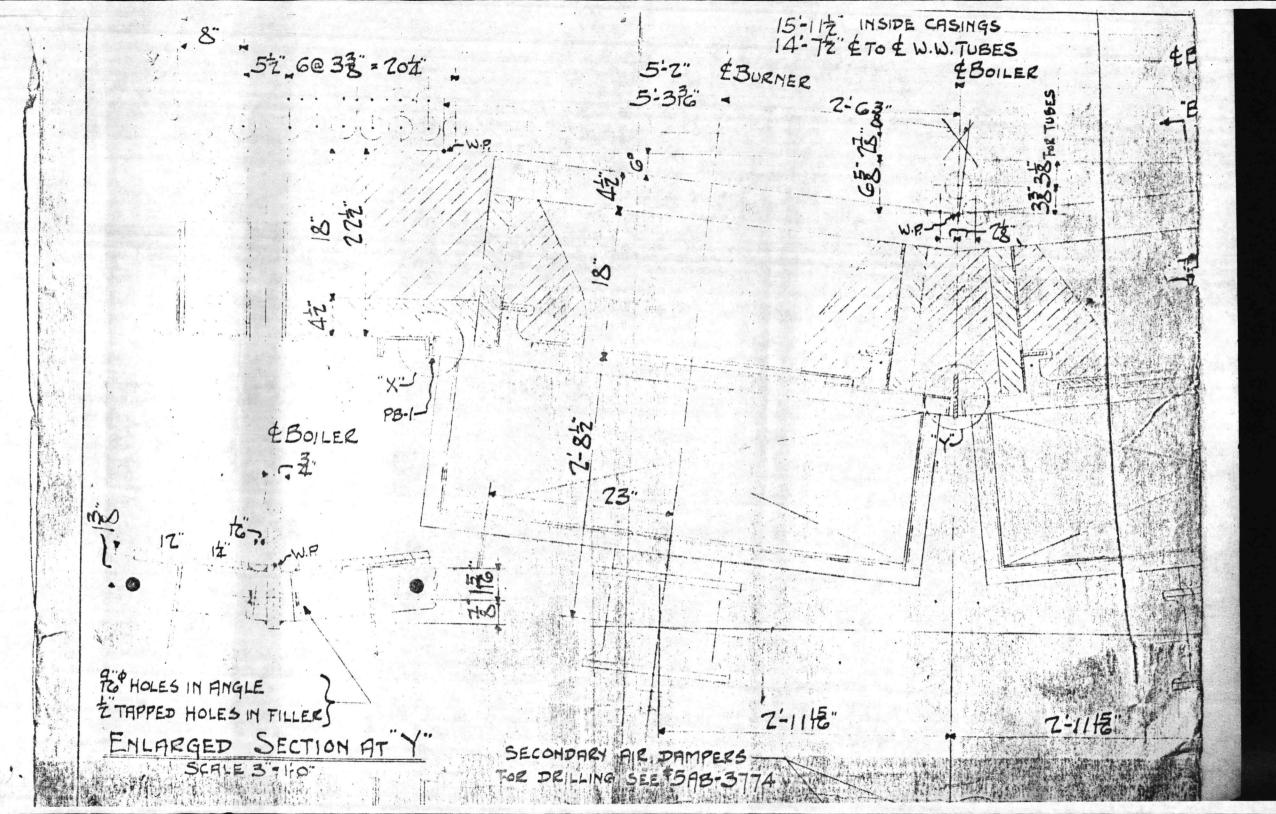


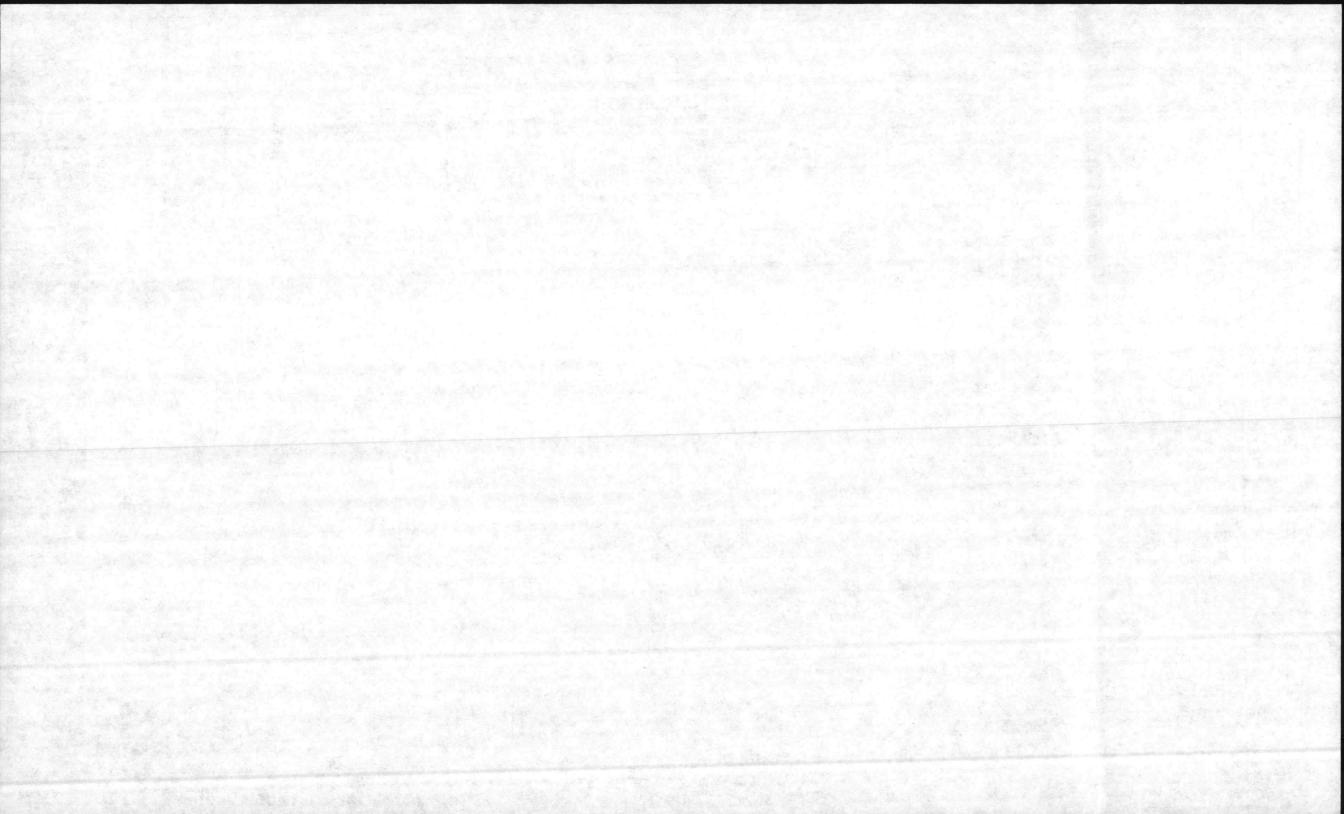
INSPECTION REPORT-BOILERS
NAVFAC 9-11014/41 (3/67)
Supersedes NAVDOCKS 2544
S/N 0105-LF-004-0000 DATE OF INSPECTION 4-13 10 4-27-77 TYPE OF INSPECTION INTERNAL & B INTERNAL & EXTERNAL WITH PRESSURE TEST OPERA-1. FROM CERTIFICATE ISSUED X YES NO Base Maint OFFICER Camp Lejeune NC. EXPINES
15. BOILER INSPECTOR OMMANT HAGTES MARINE CORPS (Code LIFF) NAU FAC 101 3. MANUFACTURER 0-25-25-WW. 9. CAPACITY 7. BUILDING NO. 100,000 H/14 R. 1700 10. FUEL (Check) 1. PRESSURE DESIGNED OPERATING TEST COAL OIL 12. FEED WATER TREATMENT 150 300 WATER FIRE UNSATISFACTORY 18. COMBUSTION CONTROL (Mfg. Name) 17. BOILER USE FIREYE & BAIley
20. FLUE GAS TEMPERATURE PORT AFTER BOILER_ F : AFTER HEAT TRAP. % CO2 % EXCESS O2 SAFETY DEVICES SAFETY VALVES 24. CONDITION 22. NUMBER AND SIZE 23. PSI SETTING 21. MANUFACTURER Consolidated 2-3" - 1-6" STEAM PRESSURE GAUGE 26. CORRECTIONS 25. MANUFACTURER WATER LEG CONSTANT 10 psi; OTHER ASHCROFT REASON IF NOT TESTED FIRING EQUIPMENT IN SERVICE ITEM FABER OIL BURNER 28. MANUFACTURER Naggle Steam Atom. 30. FUEL GRADE 31. INSPECTOR'S COMMENTS netony i Front Brick wall Finebox SPECIAL COMMENTS COPY OF INSPECTOR'S REPORT

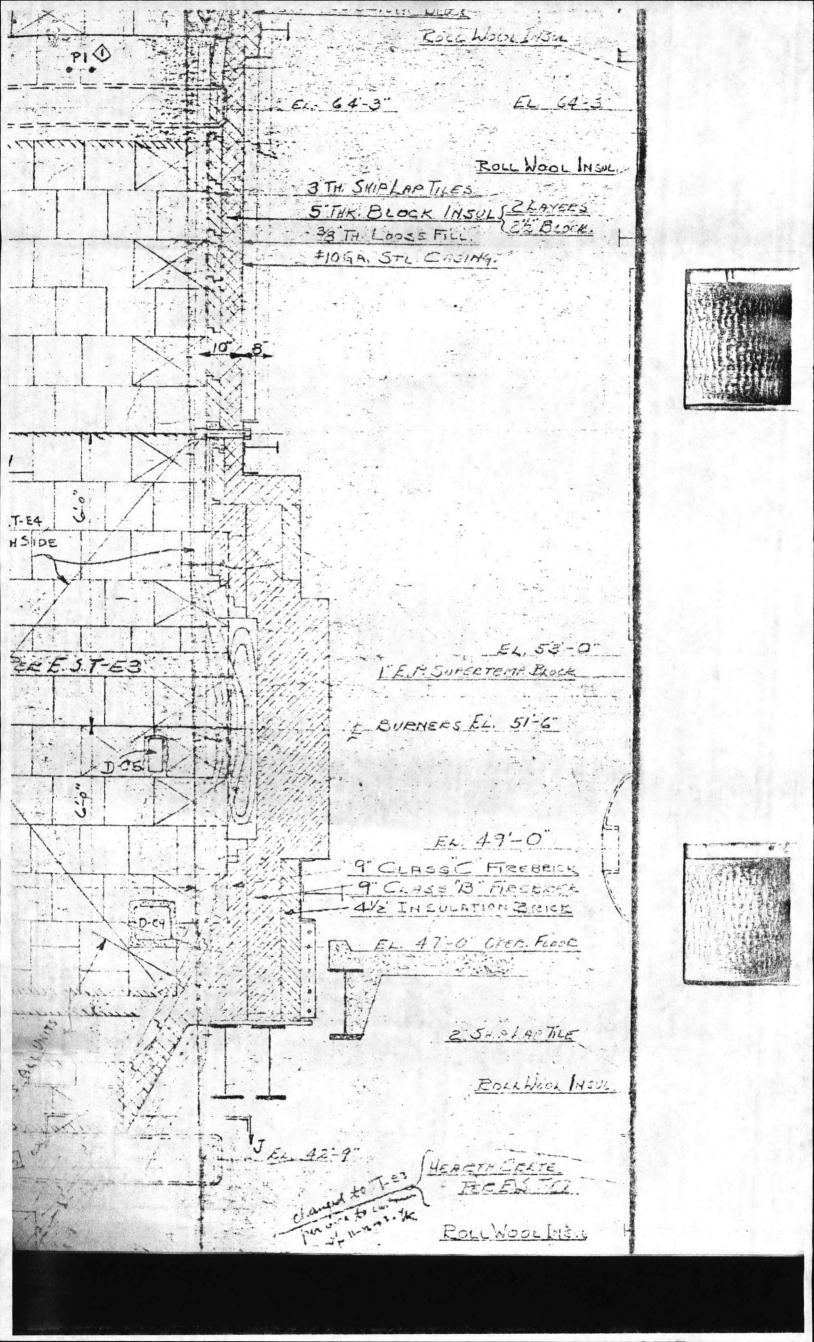


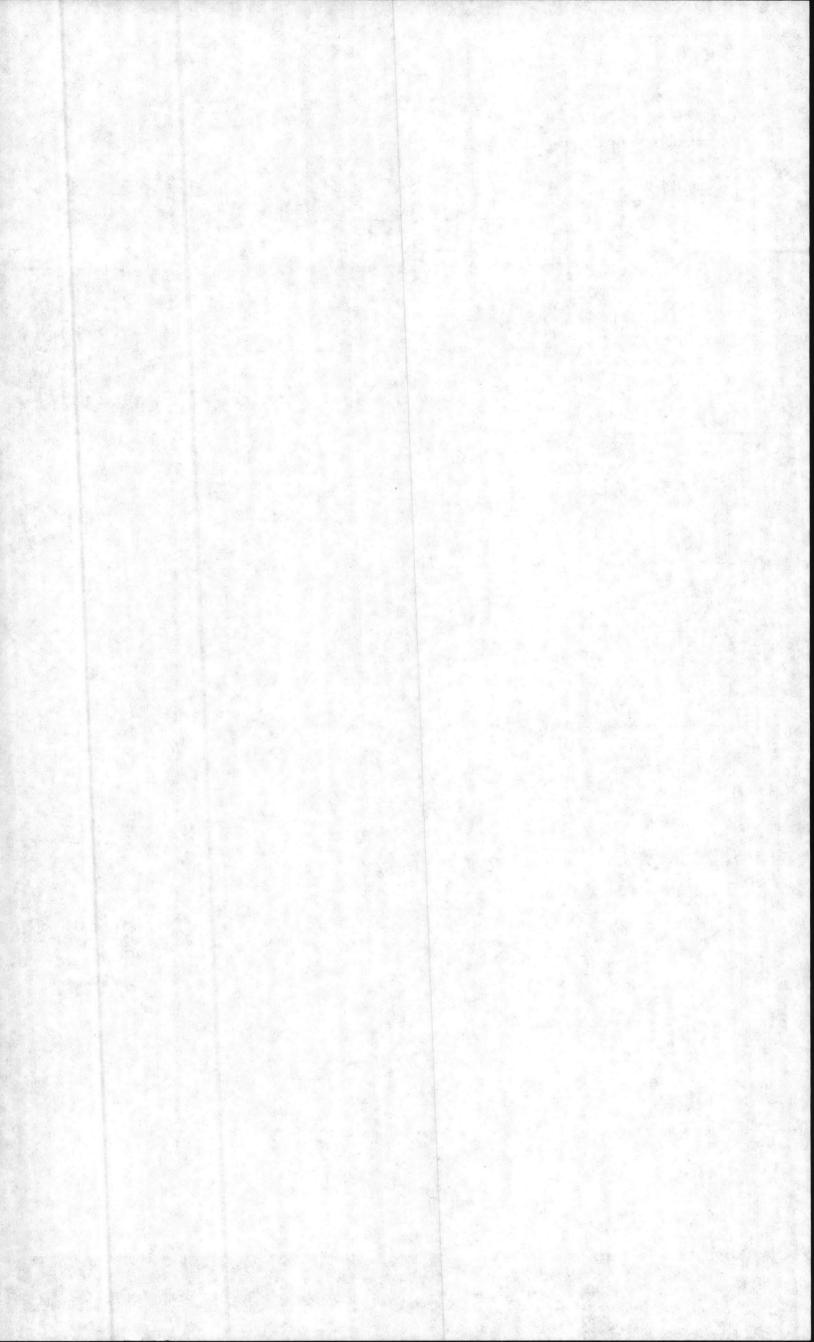




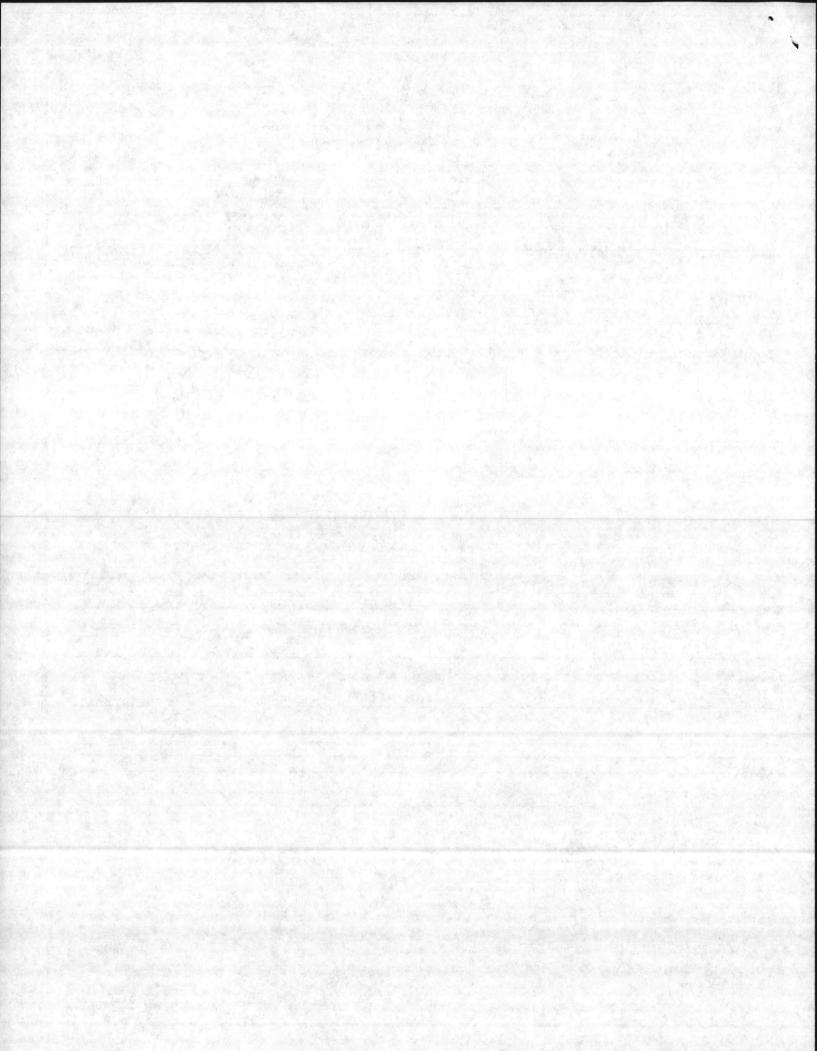






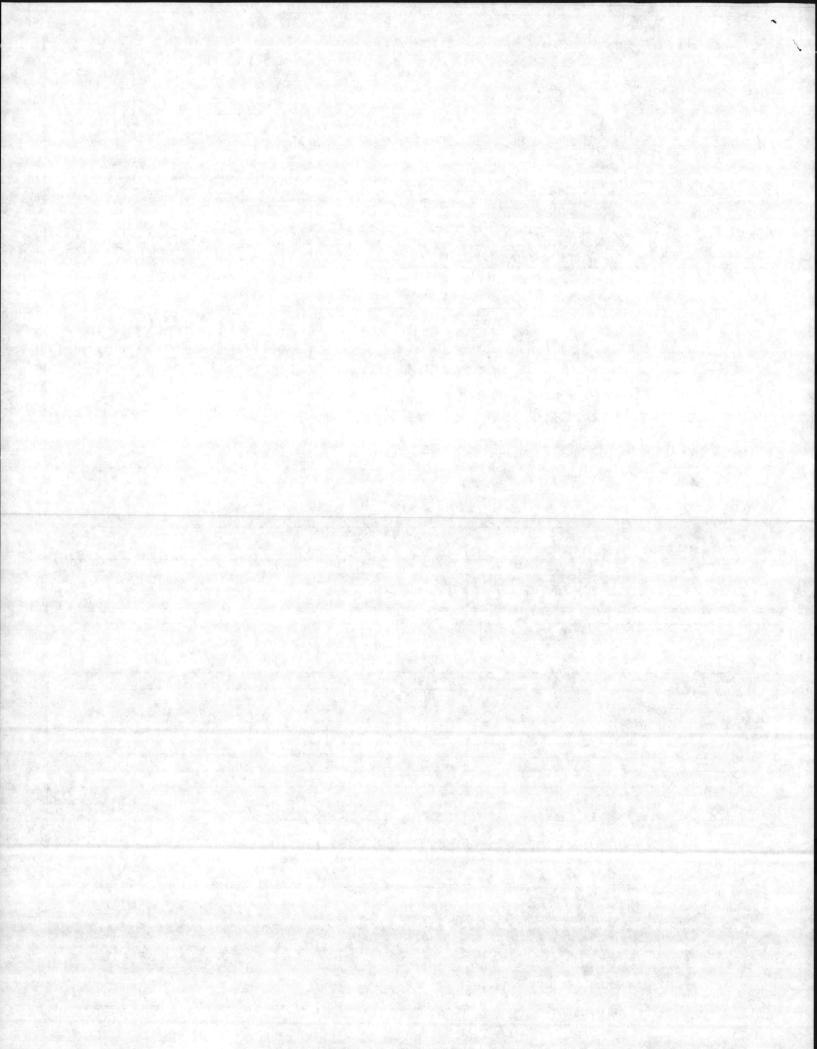


Commended by Atternation	ORT-BOILERS			DATE OF INSPECTION
Supersedes NAVDOC S/N 0105-LF-004		TYPE OF IN	ar are riess	11-10-77
		. C) IN	TERNAL & B	NITH PRESSURE TEST C TION.
1. FROM				14.
Base Mai	at Crices Com	no Lejenne	N.C.	CERTIFICATE ISSUED YES
n Emmand	lant Adates m		(Code LEE	NAVY OR NATIONAL BOARD NO.
MANUFACTURER	BOILER DA	ATA		MAN FAC 101
Riley	STOKER S. MFG. SERIAL NO.			16. REASON FOR NOT ISSUING CERTIFICATE This UNIT SUPPRESED A MILE
PROPERTY NO.	S. MFG. SERIAL NO.	6. MFG. MODEL	NO.	explusion 11-3-37 will 3
4	1977 8. YEAR BUILT	P-25-25	- www.	Damage To Refractory Tile
. BUILDING NO.	8. YEAR BUILT	9. CAPACITY		CASING - BATTLES ARE INTA
O FUEL (Check)	1942	100,000	4/46	Unit Nolds Hydrostatic p.
	DESIGNED		TEST	unit was being Lit off
X COAL X	OIL GAS 193	psi /57 psi	287 psi	COAL FIRING AT Time OF
E. FEED WATER TRE		13. TYPE		
SATISFACTO	DRY UNSATISFACTORY	TUBE TU		
	ct		STION CONTROL ()	그 아들은 아내 내가 보았습니다. 그 아내가 나는 생각
EX POI			S TEMPERATURE	그 아들은 아내 내가 보았습니다. 그 아내가 나는 생각
EX POI		BAILE A	S TEMPERATURE	Pierre
EX POI		SAFETY VAL	ILER	F: AFTER HEAT TRAP
COMBUSTION	% CO ₂ % E	SAFETY VAL	ILERICES	F : AFTER HEAT TRAPE 23. PSI SETTING 24 CONDITION
. COMBUSTION	% CO ₂ % E	SAFETY DEV SAFETY VAL 22.	ILER	F: AFTER HEAT TRAP
EXPOINTION MANUFACTURER CONSCIO	% CO ₂ % E	SAFETY DEV SAFETY VAL 22. STEAM PRESSUR	ILER	F : AFTER HEAT TRAPE 23. PSI SETTING 24 CONDITION
MANUFACTURER	dated	SAFETY DEV SAFETY VAL 22. STEAM PRESSUR	ILER VES . NUMBER AND SIZ	F : AFTER HEAT TRAPE 23. PSI SETTING 24 CONDITION
EXPOINTION MANUFACTURER CONSCIO	dated	SAFETY DEV SAFETY VAL 22. STEAM PRESSUR	ILER VES . NUMBER AND SIZ	F: AFTER HEAT TRAPE 23. PSI SETTING 24 CONDITION
MANUFACTURER	dated	SAFETY DEV SAFETY VAL 22. STEAM PRESSUR 26. WA	ILER VES . NUMBER AND SIZE GAUGE CORRECTIONS	F: AFTER HEAT TRAPE 23. PSI SETTING 24 CONDITION
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EXPORE COMBUSTION MANUFACTURER A:ShC/LO REASON IF NOT ITEM MANUFACTURER	Sated STESTED INS Faher Oil	SAFETY DEV SAFETY VAL 22. STEAM PRESSUR FIRING EQUIP SERVICE	MENT	*F: AFTER HEAT TRAP_ E 23. PSI SETTING 24 CONDITION " 185.187-193 — FANT 10/2 psi; OTHER psi ALTERNATE ALTERNATE TAY 4 HAMMER Y Cog
EXPORE COMBUSTION MANUFACTURER ASSOCIA REASON IF NOT ITEM MANUFACTURER TYPE FUEL GRADE	TESTED INS FABER OIL CUNTNESSIE H.	SAFETY DEV SAFETY VAL 22. STEAM PRESSUR FIRING EQUIP SERVICE	ILER	*F: AFTER HEAT TRAP_ E 23. PSI SETTING 24 CONDITION " 185.187-193 — FANT 10/2 psi; OTHER psi ALTERNATE ALTERNATE TAY 4 HAMMER Y Cog
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- 1 INSPECTION REPORT-BOILERS NAVEAC 9-11014/41 (3/67) Supersedes IVAVDOCKS 2544 S/N 0105-LF-004-0000 5-18/6-8-77 TYPE OF INSPECTION INTERNAL & 1. FROM CERTIFICATE ISSUED YES NO Base Maint Officer Complejeune Commandant Holytes Marine Corps (Code Lit) 60 BOILER DATA 100,000 #/HR DESIGNED OPERATING 150 13. TYPE FIRE UNSATISFACTORY 18. COMBUSTION CONTROL (M/g. Neme) ExperT 19. COMBUSTION Briley + FIREIJE AFTER BOILER. F : AFTER HEAT TRAP. * EXCESS O. % CO, SAFETY DEVICES SAFETY VALVES 22. NUMBER AND SIZE 24. CONDITION 185-187-18 STEAM PRESSURE GAUGE 25. MANUFACTURER WATER LEG CONSTANT 10/2 ASheroFT FIRING EQUIPMENT IN SERVICE ITEM Faber oil Bunner 28. MANUFACTURER CUN & NO331e-STERM ATOM DO. FUEL GRADE Ceptace Casket . Top Flange of Water Column + Flange on Say WENTER POX REFINETORY - REPLACE FrONT WALL & BURNER CYCS SPECIAL COMMENTS SOF TOF INSPECTOR'S REPORT

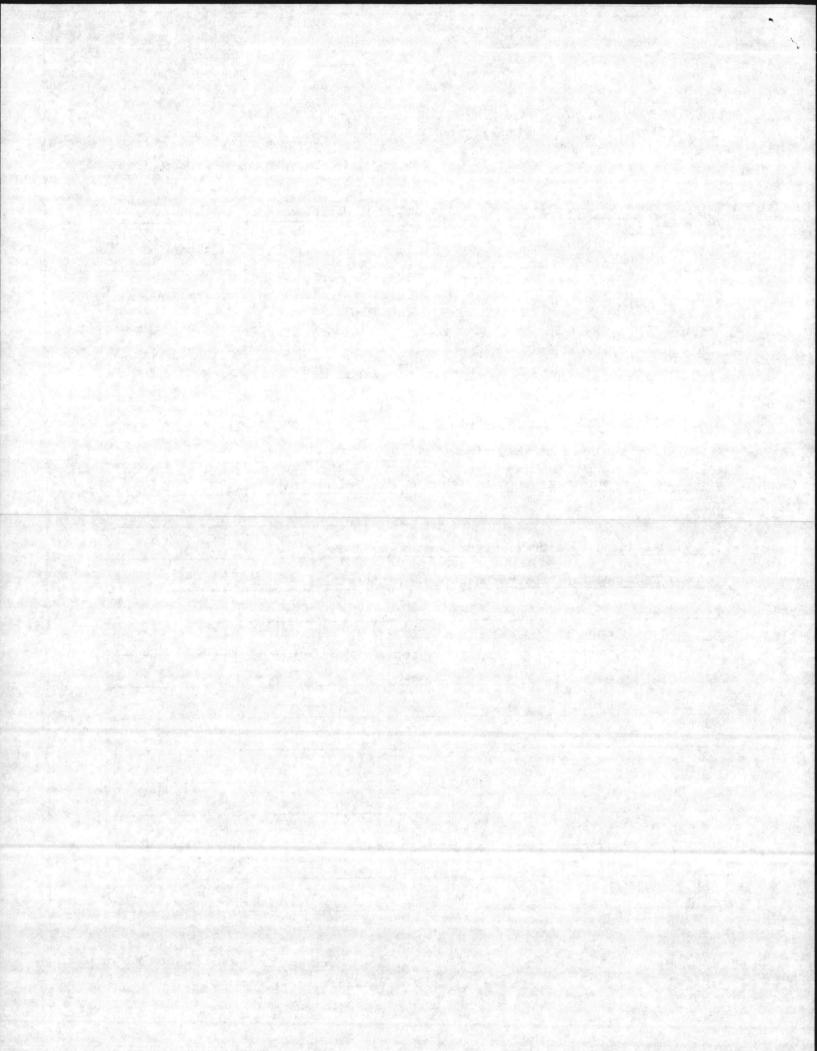
14



5ND LANTDIV 9-4730/6 (Rev. 8/68) Boiler Inspection - Addendum to NAVFAC 9-11014/41

ACTIVITY: Marine Corps Base, Camp Lejeune, North Carolina BUILDING NO: 1700 BOILER NO: 4 Based on the existing condition and present rate of deterioration, it is estimated that the boiler has a remaining life of / / 5 or more years / / () years The following corrective action is recommended: The addition of the lower firebox, header refractory and burner eye to be repaired or replaced at this time, based on: 1. Prior inspection reports by teh previous Boiler Inspector, E. O. Mobley, NAVFAC 101. Visual inspection from bottom deck on 27 June 1978. 3. Due to extensive repairs to be done at this time.

DATE: 28 June 1978



Salar From	3/671			DATE OF INSPECTIO	
Aprilade Novices and violation plans		D.A.	E UTINGPECTION	1 8-31-7	7
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2. 10	+ OFFICER (22222	extend you	15 BOILER INSPECTOR	
			Committee of the commit		
Commanda	ut iddites mi		Cadelle	NAVY OR HATE	ONAL BOARD NO
3. MANUFACTURER	BOILER D	DATA .		INNU FAC	101
01	critica 1	2 -0		16. REASON FOR NOT	SSUING CERTIFICATE
4. PROPERTY NO.	STAKER (6. MFG. M	ODEL NO.		
_ 2	1945	P-2.5	-35 W.W.		
7. BUILDING NO.	8. YEAR GUILT 1942				
1706 10. FUEL (Check)	11. PRESS	URE 100,0	000 Alun.		
	DESIGNED				
12. FEED WATER TREATM	EL GAS 193	psi /50	psi 300 psi		
SATISFACTORY		WATER TUBE	FIRE TUBE C. I.		
		<u> </u>	1 1000		
17. BOILER USE E POC 19. COMBUSTION	<i>r</i> -		OMEUSTION CONTROL (29)		
		20.FL			T TRAP
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19. COMBUSTION		EXCESS O ₂ AFTE	CAILE Y T FIRE	e y e	TRAPF
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