

Rpt. 9B

REPORT OF MACHINERY SURVEYS AND REPAIRS
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

23. MAR 1967

Ship's Name SS/MS "BLUE MARLIN" Port Kobe

Processing Number: LR Gross tons 7,126 Rpt. No. 17452

Port of Registry Panama Date of build 8-1944 Is there a rpt. ? No

No. of visits 2 First date 19-2-1967 Last date 21-2-1967

Interim Cert. issued & copy herewith? Yes, B1-128665 Damage rpt. issued & copy herewith? No Last rpt. (H. Q. only) MER 24043

Date of completing rpt. 28-2-1967 Surveyed at, if different from Port above Shikama

Is a rpt. 9A attached? No MN (628) Nature of survey Damage to Starboard Main Boiler.

Survey fees Damage fee £15-0-0 Expenses £4-0-0

S.A. fee £8-0-0

23 MAR 1967

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark that should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where re-examination or repairs should be made before

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

~~AUXILIARY, DONKEY OR PRESS~~ (State if oil fired—OF or exhaust gas—EG)

MAIN

Survey confined to damage to Starboard Main Boiler.

- Air heaters
- Superheaters
- Safety valves
- Mountings, doors and fastenings
- Safety valves adjusted to { Sat, Spt
- Boiler securing arrangements
- Main economisers
- Steam heated steam generators
- Fired boiler forced circulating pumps
- Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers and their safety valves

Steam generator or E.G.E. safety valves adjusted to

Funnel
Were oil burning system & remote controls examined in accordance with Rules?

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey, subject to the Starboard Boiler being specially examined and repairs effected as found necessary on ships arrival at Kaohsiung, Taiwan to which port the ship is proceeding direct, starboard boiler unfit for further service meantime.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

FRIDAY 14 APR 1967

to now, subject

Y. Kojima
Surveyor to Lloyd's Register of Shipping

ALSO FOR
SRL FOR
TRO
SRL
POSTING
HEADER
CERT

FOR CHAIRMAN
CLASSN. CTTEE

004486-004488-0022 1/2

Write own m. check Await check rpt

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

MAIN

AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler
smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		
t	Spare gear		

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted, the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Attended on board whilst the ship lay afloat at Shikama on the 15th February, 1967 to examine reported damage to Starboard Main Boiler stated to have been caused through shortage of water.

History:-

It was reported by the Chief Engineer that the aft water gauge glass developed a heavy leak at the steam end valve on the morning of the 15th February, 1967 and was shut off from the boiler for subsequent repairs.

On the same day at about 23 - 40 hrs. the Donkeyman on duty reported that he heard a loud noise of steam blowing in the combustion chamber and through the casing of the boiler. The second engineer was immediately called and on reaching the boiler front shut off the fuel supply.

On examination of the forward water gauge valve the water end valve and passage way was found to have a heavy deposit and passage way choked, so that the steam side of the gauge was only free.

Damage Found:- (Sectional header water tube boiler).

Down take headers slightly bulged, up take headers heavily distorted and collapsed into combustion chamber at approx. over all height, generating tubes, circulating tubes, water wall tubes and water screen tubes badly burnt and/or locally melted together with superheater elements (U bent tube). Steam drum fire side burnt. Refractory and brick works locally fractured.

- cont'd -

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

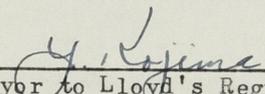
State whether continuation sheet attached

Lloyd's Register
Foundation

Now Done:-

Time did not allow for repairs at this port and also at Owners request, repairs were postponed until the ships arrival at Kaohsiung, Formosa to which port the ship is proceeding direct.

It is recommended that the starboard boiler be specially examined and repairs effected as found necessary on ships arrival at Kaohsiung, Formosa to which port the ship is proceeding direct. Starboard boiler unfit for further service meantime.


Surveyor to Lloyd's Register
Y. Kojima

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