

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. 8? No

No. of visits 2

First date 19-2-1967

Last date 21-2-1967

Interim Cert. issued  
& copy herewith? Yes,  
B1-128665Damage 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

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 fasteningsSafety valves  
adjusted to { Sat  
SptBoiler securing  
arrangements

Main economisers

Steam heated  
steam generatorsFired boiler forced  
circulating pumpsHave saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules?Exhaust gas heated economisers  
and their safety valvesSteam generator or  
E.G.E. safety valves adjusted toFunnel  
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

Y. Kojima

ALSO FOR

SRL FOR

TRO

SRL

POSTING

HEADER

CERT

rm

FOR CHAIRMAN  
CLASSN. CTTEE

004486-004488-0022 1/2

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

Ship's Name SS/MS "BLUE MARLIN"

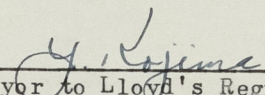
Port Kobe

Rpt. No. 17452

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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