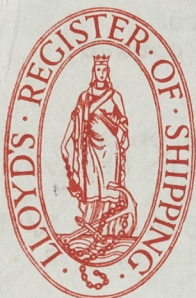


COPY

LLOYD'S REGISTER OF SHIPPING



Port H A M B U R G

Date 22nd February, 1965

This is to Certify *that I have surveyed part of the machinery of the S.S. "BLUE MARLIN", 7126 gross tons of Panama, for Damage Repairs and Condition of Class, whilst the ship lay afloat at Hamburg on the 11th January, 1965, and subsequently to the 5th February, 1965*

and that all my recommendations have been carried out to my satisfaction. I am reporting accordingly and recommending to the Committee of Lloyd's Register of Shipping that the machinery classification should be retained and the following

~~survey records assigned~~ as now classed, subject to bilge pump (pt. inbd.) and G.S. pump (pt. outbd.) water end cylinders and main condenser water box division plate being specially examined and dealt with as found necessary by end of May, 1965, but without special condition regarding the inbd. generator engine and M.E. coupling and bearings between MP and LP units.

Parts now examined:—

Alfred Knauer

Surveyor to Lloyd's Register of Shipping
(Alfred Knauer).

KEY TO ABBREVIATIONS

ABS	Auxiliary Boiler Survey	MBS	Main Boiler Survey	TS	Tailshaft Survey
CSM	Continuous Survey of Machinery	OF	Fitted for oil fuel (date) FP above 150° F.	TS(CL)	Tailshaft Survey—Continuous Liner
DBS	Donkey Boiler Survey	SGS	Steam Generator Survey	TSN	Tailshaft renewed
ES	Engine Special Survey	SPS	Steampipe Survey	TS(OG)	Tailshaft Survey—Oil Gland

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

LLOYD'S REGISTER OF SHIPPING

- (1) Damage to main engine HP valve on voyage from Colombo to Suez on the 17th November, 1964 caused by broken valve ring.
- (2) Damage to main engine ahead eccentric strap on sea 12th December, 1964 caused by loose eccentric sheave.
- (3) Damage to both feed pumps on sea between 25th and 27th December, 1964 caused by inefficient shuttle valves.

This is to Certify that I have surveyed part of the machinery

and that all my recommendations have been carried out to my satisfaction. I am reporting accordingly and recommending to the Committee of Lloyd's Register of Shipping that the machinery classification should be retained and the following

Parts were examined:—

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Foundation