

or reduction in pressure will not be required unless considered necessary by the marine inspector.

(d) When it becomes necessary to rivet a patch to a furnace or other part of the heating surface, the riveted patch shall be placed on the waterside of the plate in order not to form a pocket in which sediment may collect.

(e) Furnace crowns which have become distorted, not in excess of the limitations provided in paragraph (c) of

this section, may be repaired by pumping back the distorted section to as nearly a true circle as possible and reinforcing the same by means of a ring, arc- or gas-welded to the distorted corrugation as shown in Figure 59.15-1, the welding to be done by welders and welding processors qualified in accordance with part 57 of this subchapter using acceptable welding electrodes in accordance with § 57.02-4 of this subchapter.

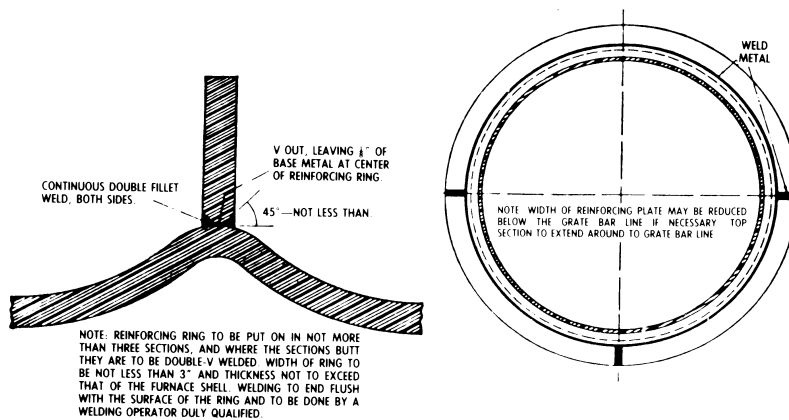


FIGURE 59.15-1—APPROVED METHOD OF REINFORCING FURNACES BY MEANS OF ARC OR GAS WELDING

§ 59.15-5 Stayed furnaces and combustion chambers.

(a) Where the plate forming the walls of stayed furnaces or combustion chambers become bulged between staybolts, repairs may be made by inserting an additional staybolt in the center of such space supported by the four staybolts.

(b) Where it is desired to rivet a patch to the wall of a stayed furnace or combustion chamber, the defective portion of the plate shall be cut away until solid material is reached, the patch shall be riveted on the waterside, and the staybolts renewed, and extended through the new plate.

§ 59.15-10 Bagged or blistered shell plates.

(a) When the shell plates of cylindrical boilers which are exposed to the

radiant heat of the fire become bagged or blistered, it shall be the duty of the chief engineer in charge of the vessel to notify the Officer in Charge, Marine Inspection, for examination before raising steam on the boiler.

(b) Where the shell plate is bagged due to overheating, the Officer in Charge, Marine Inspection, may, in his judgment it is practicable, permit the same to be driven back to its original position.

(c) Where the shell plate has blistered, bagged, or bulged to such an extent that there is an appreciable thinning of the plate, the Officer in Charge, Marine Inspection, shall require the defective portion to be cut away and the shell repaired by fitting a patch of steel plate conforming to the