

§ 59.20-1

or blistered, it is the duty of the chief engineer 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, if in their 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, must require the defective portion to be cut away and the shell repaired by fitting a patch of steel plate conforming to the requirements of § 52.01-90 of this subchapter in place of the defective portion. Care must be taken that the riveting schedule of the patch is so arranged as to give the plate sufficient strength to withstand the stress placed on it in service.

Subpart 59.20—Welding Repairs to Castings

§ 59.20-1 Carbon-steel or alloy-steel castings.

Defects in carbon-steel or alloy-steel castings may be repaired by welding. The repairs must be performed in accordance with the material specification to which the casting was originally supplied.

PART 60 [RESERVED]

PART 61—PERIODIC TESTS AND INSPECTIONS

Subpart 61.01—General

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61.01-1 Scope.

Subpart 61.03—Incorporation of Standards

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61.05-10 Boilers in service.

61.05-15 Boiler mountings and attachments.

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61.05-20 Boiler safety valves.

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61.10-5 Pressure vessels in service.

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61.15-10 Liquefied-petroleum-gas piping for heating and cooking.

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61.20-3 Main and auxiliary machinery and associated equipment, including fluid control systems.

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61.20-17 Examination intervals.

61.20-18 Examination requirements.

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61.20-23 Tailshaft clearance; bearing wear.

Subpart 61.30—Tests and Inspections of Fired Thermal Fluid Heaters

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61.40-6 Periodic safety tests.

61.40-10 Test procedure details.

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