

4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Survey Report 26-4-1948 When handed in at Local Office 26-4-1948 Port of BARRY.
 Survey held at CARDIFF + BARRY Date, First Survey 12-7-48 Last Survey 22-4-1948
 on the S.S. "PAN" (Number of Visits 4) Tons { Gross 5595 Net 3510
 at SAN PEDRO CAL., By whom built S. WESTERN S.B. Co. Yard No. ✓ When built 1920
 made at LOS ANGELES CAL., By whom made HEWELLYN IRON WORKS Engine No. ✓ When made 1920
 made at SAN FRANCISCO By whom made MOORE S.B. Co. Boiler No. ✓ When made 1920
 red Horse Power 552 = MN. Owners AMARYLIS S.S. Co. Port belonging to PANAMA
 orse Power as per Rule 552 = MN. Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 r which vessel is intended OCEAN GOING.

ES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 65
 Cylinders 24 1/2"; 4 1/4"; 12" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 shaft, dia. of journals as per Rule 13.82" Crank pin dia. 14 3/8" Mid. length breadth 26" Thickness parallel to axis 9"
 as fitted 14" Crank webs 9 1/4" shrunk Thickness around eye-hole 5 1/4"
 Main Shafts, diameter as per Rule 13.17" Thrust shaft, diameter at collars as per Rule 13.82"
 as fitted 13 1/2" as fitted 14"
 shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 14.52" Is the { tube screw } shaft fitted with a continuous liner { 2/100 ✓
 as fitted ✓ as fitted 15 1/16" as fitted 13 1/2" complying as fitted 17/32"
 liners, thickness in way of bushes as per Rule 7/32" Thickness between bushes as per Rule 13 1/2" complying Is the after end of the liner made watertight in the
 as fitted 1 1/16" as fitted 17/32" boss ✓
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 er does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓
 ers are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 5'0" ✓
 , dia. 10'6" Pitch 16'3" No. of Blades 4 Material Brass whether Moveable NO Total Developed Surface ✓ sq. feet
 mps worked from the Main Engines, No. NONE Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 mps worked from the Main Engines, No. NO Diameter 5" Stroke 21" Can one be overhauled while the other is at work 2/100 ✓
 No. and size Two 12" x 8" x 18" Pumps connected to the { No. and size Two 12" x 10" x 12" + 2 M.E. pumps }
 How driven STEAM Main Bilge Line { How driven STEAM }
 umps, No. and size Two 12" x 10" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary
 mps:—In Engine and Boiler Room 5-3 1/2" In Holds, &c. 2-3 1/2" in each hold

ater Circulating Pump Direct Bilge Suctions, No. and size one 11" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 size from 2 Bedstead Pumps 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes 2/100 ✓
 Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges 2/100 ✓
 sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES 4 COCKS ✓
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges above or below the deep water line Below
 each fitted with a Discharge Valve always accessible on the plating of the vessel YES Are the Blow Off Cocks fitted with a spigot and brass covering plate NO ✓
 pes pass through the bunkers none How are they protected oil fuel
 pes pass through the deep tanks none Have they been tested as per Rule ✓
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES ✓
 rangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 ment to another 2/100 ✓ Is the Shaft Tunnel watertight YES ✓ Is it fitted with a watertight door YES ✓ worked from ENGINE ROOM (MAIN DECK)

BOILERS, &c.—(Letter for record ALL) Total Heating Surface of Boilers 8112 ft ✓
 boilers are fitted with Forced Draft ALL Which Boilers are fitted with Superheaters NONE ✓
 Description of Boilers 3 SCOTCH SINGLE-ENDED MULTITUBULAR Working Pressure 210 lbs / ft ✓
 REPORT ON MAIN BOILERS NOW FORWARDED? SEE LIVERPOOL REPORT NO 125849 ✓
 DONKEY BOILER FITTED? NO If so, is a report now forwarded? ✓

donkey boiler be used for other than domestic purposes ✓
 S. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

ters ✓ General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

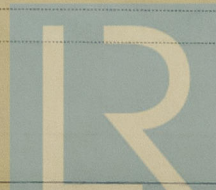
SPARE GEAR.

spare gear required by the Rules been supplied 2/100 ✓

principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



© 2020

Lloyd's Register

003083-002091-0183

Foundation

4 56167

Dates of Survey while building	{	During progress of work in shops - -	
		During erection on board vessel - - -	
		Total No. of visits.	

Dates of Examination of principal parts—Cylinders	Slides	Covers
Pistons	Piston Rods	Connecting rods
Crank shaft	Thrust shaft	Intermediate shafts
Tube shaft	Screw shaft	Propeller
Stern tube	Engine and boiler seatings	Engines holding down bolts

Completion of fitting sea connections			
Completion of pumping arrangements	Boilers fixed	Engines tried under steam	20 th Aug 1948
Main boiler safety valves adjusted	20 th Aug 1948	Thickness of adjusting washers	P A 1/16 F 1/16 C S 1/32 S A 7/8
Crank shaft material	Identification Mark	Thrust shaft material	Identification Mark
Intermediate shafts, material	Identification Marks	Tube shaft, material	Identification Mark
Screw shaft, material	Identification Mark	Steam Pipes, material	Test pressure
Is an installation fitted for burning oil fuel	yes	Is the flash point of the oil to be used over 150° F.	yes
Have the requirements of the Rules for the use of oil as fuel been complied with			
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo	no	If so, have the requirements of the Rules been complied with	yes
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with			
Is this machinery duplicate of a previous case	yes	If so, state name of vessel	yes

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery is an existing installation and has now been examined for Classification in accordance with the approved plans. The main and auxiliary machinery was placed in good condition and tried under working conditions. Eligible in our opinion to be classed. The Survey was commenced at Cardiff (Report No 56167) and completed at Barry (Report 25859)

The amount of Entry Fee	£	See Rpt.	When applied for,
Special	£	9.	19
Donkey Boiler Fee	£	:	When received,
Travelling Expenses (if any)	£	:	19

W. E. Davies, & J. E. Hughes
Engineer Surveyor to Lloyd's Register of Shipping.

Date: 24 SEP 1948
Committee's Minute: LMC 7.48
S (CL) 8.18