

Ref. Report No 25859  
Cardiff Report No. 56164

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 SEP 1948

Rating 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**  
 (Number of Visits **4**)

on the **S.S. "PAN"** 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**

Indicated Horse Power **552 = MN.** Owners **AMARYLIS S.S. Co.** Port belonging to **PANAMA**

Horse Power as per Rule **552 = MN.** Is Refrigerating Machinery fitted for cargo purposes **NO** Is Electric Light fitted **YES**

For which vessel is intended **OCEAN GOING.**

**TRIPLE EXPANSION** Revs. per minute **65**

Cylinders **2 1/2"; 4 1/4"; 7 1/2"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**

Crank pin dia. **14 3/8"** Mid. length breadth **26"** Thickness parallel to axis **9"**

as per Rule **13.82"** Crank webs **9 1/4"** shrunk Thickness around eye-hole **5 1/4"**

as fitted **14"** Mid. length thickness **9 1/4"** Thickness around eye-hole **5 1/4"**

as per Rule **13.17"** Thrust shaft, diameter at collars as per Rule **13.82"**

as fitted **13 1/2"** as fitted **14"**

as per Rule **14.52"** Is the { tube } shaft fitted with a continuous liner { **YES** }

as fitted **15 1/16"** as fitted **15 1/16"** as fitted **17 1/2"**

as per Rule **13 1/2"** Is the after end of the liner made watertight in the boss **YES**

as fitted **11 1/10"** Thickness between bushes as fitted **17 1/2"**

as per Rule **7 1/4"** Is the after end of the liner made watertight in the boss **YES**

as fitted **11 1/10"** Thickness between bushes as fitted **17 1/2"**

as per Rule **10.6"** Pitch **16.3"** No. of Blades **4** Material **BRONZE** whether Moveable **NO** Total Developed Surface **20** sq. feet

as fitted **10.6"** Pitch **16.3"** No. of Blades **4** Material **BRONZE** whether Moveable **NO** Total Developed Surface **20** sq. feet

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Water 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 **YES**

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 **YES**

Sea Connections fitted direct on the skin of the ship **YES** Are they fitted with Valves or Cocks **VALVES 4 COCKS**

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Are the Overboard Discharges above or below the deep water line **Below**

Are the Blow Off Cocks fitted with a spigot and brass covering plate **NO**

How are they protected **NO**

Have they been tested as per Rule **YES**

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **YES**

Arrangement 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 compartment to another **YES**

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 sq. ft.**

Which Boilers are fitted with Superheaters **NONE**

Description of Boilers **3 SCOTCH SINGLE-ENDED MULTITUBULAR** Working Pressure **210 lbs/sq. in.**

REPORT ON MAIN BOILERS NOW FORWARDED? **SEE LIVERPOOL REPORT NO 125849**

DONKEY BOILER FITTED? **NO** If so, is a report now forwarded? **YES**

Are approved plans forwarded herewith for Shafting **YES** Main Boilers **YES** Auxiliary Boilers **YES** Donkey Boilers **YES**

General Pumping Arrangements **YES** Oil fuel Burning Piping Arrangements **YES**

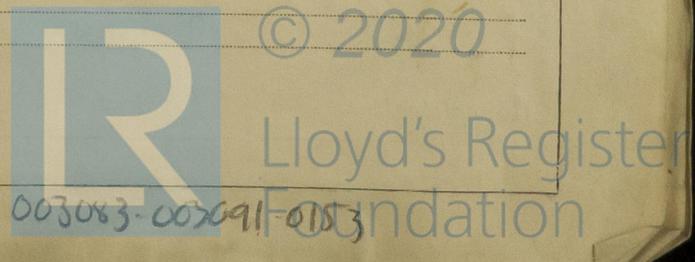
SPARE GEAR.

Spare gear required by the Rules been supplied **YES**

Principal additional spare gear supplied **YES**

The foregoing is a correct description.

Manufacturer.



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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<sup>th</sup> Aug 1948  
 Main boiler safety valves adjusted 20<sup>th</sup> Aug 1948 Thickness of adjusting washers P A 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 Date of Test  
 Is an installation fitted for burning oil fuel 400 ✓ 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 100 ✓ If so, have the requirements of the Rules been complied with ✓

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 ✓ If so, state name of vessel ✓

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 No 5859)

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. Pinner  
 Engineer Surveyors to Lloyd's Register of Shipping.

Date 24 SEP 1948

Committee's Minute LMC 7.48  
 S (CL) 8.48

