

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 27 JUL 1948)

Date of writing Report 26 July 1948 When handed in at Local Office 26 July 1948 Port of CARDIFF
No. in Survey held at CARDIFF Date First Survey 12 July Last Survey 22 July 1948
Reg. Book. (No. of Visits)

on the Machinery of the Vessel Steel S.S. "PAN"
Tonnage Gross 5595 Vessel built at SAN PEDRO, CAL. By whom S. WESTERN S.B.CO. When 1920
Net 3510 Engines made at LOS ANGELES, CAL. By whom LLEWELLYN IRON WORKS When 1920
Nominal Horse Power - Boilers, when made (Main) 1920 (Donkey) -
No. of Main Boilers 3 Owners AMARYLIS S.S.CO.LTD. Owners' Address -
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 210 lbs. Port PANAMA Voyage -
in Donkey Boilers - If Surveyed Afloat on Dry Dock ROATH DOCK.
(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.
Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined -
Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? P.&S. yes

" " Donkey " " " "

If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Date latest date of internal examination of each boiler P.&S. 16-7-48 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? P.&S. yes To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? P.&S. yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? P.&S. yes, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? P.&S. yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush -

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete L.M.C. (Class contemplated) the following remains to be examined:- Pumping arrangements, Port dynamo, main engine, attached pumps, Auxiliary Pumps:- Forward ballast, Bottom fuel oil, Sanitary, Auxiliary condenser circulating, After Independent feed and fresh water; Oil burning and steam smothering arrangements

to examine and test, Main circulating pump impeller to renew, impeller shaft journals to machine and bearings to renew, After plumber block bearing to examine, Centre boiler to examine throughout and safety valves of Port, Centre and Starboard boilers to adjust under steam.

Vessel proceeding to Barry where it is stated the survey will be completed. Barry Surveyors advised.

The First Entry Machinery report has been forwarded to the Barry Surveyors for completion.

Now done for Part L.M.C:- Examined main engine cylinders, pistons, valves and valve chambers, crank thrust and intermediate shafting throughout with bearings, main condenser (tested), Main Independent circulating pump, Forward Independent feed pump, After ballast pump, General service and Top fuel oil pumps, steering engine and windlass.

Electric installation examined and megger tested as per Rule (Report 13 forwarded herewith) P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen is

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34,

Eligible in my opinion to have Class as Contemplated with record of L.M.C. 7-48 when the survey is completed.

Survey Fee (per Section 29) LMC.-MS £ 44 : 0 : 0 Fees applied for 26 July 1948

Special Damage or Repair Fee (if any) £ : : Received by me, 19

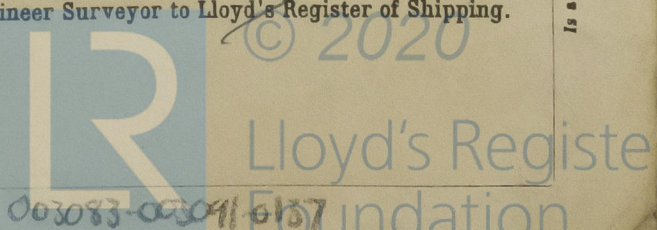
Electric Light. 10 0 0

Travelling expenses (if chargeable) £ : :

Committee's Minute WED 11 AUG 1948

Assigned Defused

W. E. Davies
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

"PAN" S.S.

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port and Starboard boilers examined internally and externally with their safety valves, mountings, manhole doors and fastenings.

XXXXXXXXXX
SAN PEDRO, CAL. 5585
LOS ANGELES, CAL. 3510
AMARALIS S.S.CO.LTD. 3
ROATH DOCK. XXXXXXXXXXXX
PANAMA
S. WESTERN S.S.CO. 1930
LLEWELLYN TROW WORKS 1930

J.M.C. 100A1
(Classification contemplated)
Examined 7.47
Fitted for oil fuel.
P. & S. Yes

Good.
not adjusted

P. & S. 16-7-48
P. & S. Yes

P. & S. Yes
P. & S. Yes
P. & S. Yes

No

Yes

Yes

To complete L.M.C. (Class completed) the following remains to be examined:- Pumping arrangements, Port dynamo, main engine, forced pumps, Auxiliary pumps:- Forward ballast, Bottom fuel oil, Sanitary, Auxiliary condenser, After independent feed and fresh water; Oil burning and steam another arrangements examine and test, Main circulating pump impeller to renew, Impeller shaft journals to machine bearings to renew, After pump block bearing to examine, Centre boiler to examine throughout safety valves of Port, Centre and Starboard boilers to adjust under steam. Proceeding to Barry where it is stated the survey will be completed. Barry Surveyors advised. First Entry Machinery report has been forwarded to the Barry Surveyors for completion. Done for Part L.M.C.:- Examined main engine cylinders, pistons, valves and valve chambers, crank trust and intermediate shafting throughout with bearings, main condenser (tested), Main independent circulating pump, Forward independent feed pump, After ballast pump, General service and Top fuel oil pumps, steering engine and windlass. Electric installation examined and megger tested as per Rule (Report is forwarded herewith).

The machinery of this vessel as now seen is P.T.O.

able in my opinion to have Class as Contemplated with record of L.M.C. 7-48 when the survey is completed.

L.M.C. - MS 44 0 0

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Await Barry - deposed Report

6.8.48