

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

(Received at London Office 29 JUL 1942)

Date of writing Report 20.7.42 When handed in at Local Office 10 Port of Liverpool

No. in Survey held at Birkenhead Date First Survey July 10 Last Survey July 14 1942

on the Machinery of the Wood, Iron or Steel S.S. 'CITY OF BATH' (No. of Visits 3)

Gross Tonnage 5049 Vessel built at W. Halepool By whom W. Gray & Co. Ltd. When 1926 6

Net Tonnage 3154 Engines made at do By whom Ben. Hat. Eng. Works When 1926

Indicated Horse Power 532 Boilers, when made (Main) 1926 (Donkey)

No. of Main Boilers 3 Owners Ellerman Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Hall Line Ltd. Port Liverpool Voyage

Working Pressure of Main Boilers 265 lbs. Surveyed Afloat or in Dry Dock East West

No. of Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 11093 Port Mch

Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details of such repairs, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where 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.

Has 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? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes

Where this was not done, 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?

What is the latest date of internal examination of each boiler? P & C 13.7.42 S 10.7.42 Present condition of funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 265 lbs/sq. in.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? yes and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has the shaft now been changed? yes If so, state reasons. Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

What is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

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

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

How Done. B.S. Boilers examined internally and externally with mountings, manholes, doors and their fastenings. Safety valves adjusted under steam as noted above. Sundry minor repairs effected. Oil fuel burning installation generally examined under working conditions and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, B.S. 9, 11, B.M.S. 9, 11, L.M.C. 9, 11, or CS 3, 34.)

which now seen is eligible in my opinion to remain as now classed with fresh record B.S. 7, 42.

Survey Fee (per Section 29) B.S. £ 4 : 0 : 0 Fees applied for 22 JUL 1942

Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19

Printing expenses (if chargeable) £ : : LICENCE CASE LIVERPOOL 28 JUL 1942

Submitted by Committee's Minute B.S. 7, 42. W. W. W. T. Engineer-Surveyor to Lloyd's Register of Shipping.

Signed B.S. 7, 42. W. W. W. T. Lloyd's Register Foundation

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