

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

(Received at London Office 29 JUL 1942)

Date of writing Report 20.7.1942 When handed in at Local Office 19 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 5049 Vessel built at W. Harlepool By whom W. Gray & Co. Ltd When 1926 6
 Net 3154 Engines made at do By whom Ben. Wat. Eng. Works When 1926
 Nominal 532 Boilers, when made (Main) 1926 (Donkey)
 Horse Power of Main Boilers 3 (4) Owners Ellerman Lines Ltd. Owners' Address
 of Donkey Boilers Managers Hall Line Ltd. (if not already recorded in Appendix to Register Book.)
 Main Pressure 265 lbs. Port Liverpool Voyage
 Main Boilers 265 lbs. If Surveyed Afloat or in Dry Dock East Fleet
 Donkey Boilers (State name of Dock.)

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 serially in the terms of the Rules. State clearly the nature 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 details 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.

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.

Is 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

Was this 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 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? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What 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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Is the Survey 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 L.M.C. 140 lb., F.D., &c.)

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

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

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

Printing expenses (if chargeable) £ : : 19

LICENCE CASE LIVERPOOL 28 JUL 1942

Submitted's Minute B.S. 7, 42. W. W. W.

Engineer-Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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