

500.10.47.

Received by Chief Ship Surveyor

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VESSEL'S NAME Motor Tanker "SERGIO LAGHI" REPORT

Gen. 16516
Tri. No. 13115

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This tanker was built in 1942 and classed with the Registro Italiano.

Classification with this Society is desired.

Plans approved at the Genoa Office have been examined at this Office and the scantlings and arrangements found suitable for the class 100A1 "Carrying Petroleum in bulk".

The GENOA Surveyors in a First Entry Report and Rpt. 8, report (5.47) the ship placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

On account of damage the cause of which is not stated shell plates H.5 & 6 and I.6 (p.s) found slightly indented and set in and the Surveyors recommend that same be dealt with at the Owners' convenience.

The anchors and chain cables on board comply with Rule requirements, but have been tested by the Registro Italiano.

It is therefore submitted the figure "1" be assigned, but that the notation "Lloyd's A & CP" be omitted.

The TRIESTE Surveyors report (11.47) the vessel examined in dry dock after grounding, no damage found and bottom coated.

It is further submitted the vessel is eligible to be classed 100A1 "Carrying Petroleum in bulk" with record of docking survey 11.47 and the notation of 'S.S. - 5.47', subject to indented shell plating (p.s.f) being dealt with at the first convenient opportunity.

100A1 "Carrying Petroleum in bulk"
11.47 Tri.)
'S.S. Gen. - 5.47') subject
Classed 5.47

1 Dk. 2nd deck clear of cargo tanks "Longitudinal framing at bottom & at decks"

Cell DBuE 80' 157t, DTsf 43' 482t, PPT 318t, APT 96t
FK, 17BH
P 116' B 44' F 59'
Mchy Aft
O.L. 519.0'
f*



"SERGIO LAGHI"

It is also submitted the GENOA Surveyors be informed is concluded 180 x 180 x 20 mm stringer angles have been fitted to the upper deck, that the thickness of the bridge deck plating is 9 mm, that the thickness of strake G amidships is 18.5 mm as approved and not 12.5 mm as reported, that the 22 mm diameter rivets in the treble riveted seams of the side shell plating and in the single riveted seams of the bridge side plating are 88 mm apart, that the 22 mm diameter rivets in the butts of the bridge side plating are 77 mm apart, that the depth of the bottom longitudinals is 380 mm as approved, and not 320 mm as reported, but they should state if this is so.

They should be requested to verify the spacing of the stiffeners on the collision and after peak bulkheads, the spacing of the rivets connecting the lugs of the transverses to the bottom and side shell in the wing cargo tanks, to furnish the total length of the chain cables and particulars of electric welding if applied to the main structure of the ship (see Genoa endorsement 9.4.47) and to state whether a specially stiffened steel hatch cover has been fitted to the dry cargo hold hatchway forward in lieu of a hatch beam.

It should be pointed out to them that they are not correct in reporting particulars intended for insertion in the Register Book in Metric Units instead of British Units.

See letter 3/18

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J.C.D.
20.1.48
BAM



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Foundation

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