

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

(Received at London Office)

Date of writing Report

12/11/1944

When handed in at Local Office

13/11/44

Port of

Trieste

No. in Survey held at

Venice

Date. First Survey

and

Last Survey

8. 11. 1944

(No. of Visits)

Reg. Book

21317 on the Machinery of the Wood, Iron or Steel

M/S. SERGIO LAGHI

Year. Month.

Gross Tonnage

10495

Vessel built at

Monza

By whom

Cant. Piniotti

When

1942

Net Tonnage

6184

Engines made at

Trieste

By whom

Cant. Piniotti

When

1942

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

1942

No. of Donkey Boilers

Owners

Owners' Address

Roma

No. of Pressure Boilers

Managers

Petroli

(if not already recorded in Appendix to Register Book.)

Port

Genoa

Voyage

No. of Main Boilers

If Surveyed Afloat or in Dry Dock

of E. Piniotti

(State name of Dock.)

Venetia

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Years assigned now expired.

Machinery and Boiler Surveys (including date of N.B., if any)

Last Report No.

Port

Comencement of LMC

Particulars of Examination and Repairs (if any) C.S. a Condition

When a survey, when held, must be reported in detail and serially 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.

When 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?

Donkey "

What parts of the Boilers could not be thus thoroughly examined?

When a 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 tests were made of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

No

Has it a continuous liner?

Yes

Is an approved oil retaining appliance fitted at the after end?

Yes

Has the shaft now been changed?

Yes

If so, state reasons

Yes

Has the shaft now fitted been previously used?

Yes

Has it a continuous liner?

Yes

Is an approved oil retaining appliance fitted at the after end?

Yes

State date of examination of Screw Shaft

Yes

State the wear down in the

stern bush

3 mm

Is electric light and/or power fitted?

Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

No

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

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

Complete

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

Now done - Wind examined in dry dock, propeller stem wash and outside fastenings examined and found in efficient condition. The propeller blades found some corrosion at the ends, but efficient.

LMC - C.S. Cylinders Nos. 1, 2, liners, pistons, rods, covers and valves examined and found in order.

General Observations, Opinion, and Recommendation:

It is submitted that the vessel's machinery

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.)

is worthy to remain as classed with fresh Record of LMC - C.S (with date) when the survey is complete.

Survey Fee (per Section 29)

Line 2000

Fees applied for

Condition

Line 3000

13. 11. 1944

Special Damage or Repair Fee (if any)

Line 1000

Received by me,

Travelling expenses (if chargeable)

Line 2000

19

Committee's Minute

FRI. 23 JAN 1948

Assigned

For minute see see J.E. Kelly Rpt. Tri 16516

Signature of Engineer Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

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011800-011804-0487

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

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

CS commenced

It is submitted that this
vessel is eligible to remain
as CLASSED.

2-1
12/1/88



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