

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

(Received at London Office _____)

Date of writing Report 18/8/47 When handed in at Local Office 18/8/47 Port of GENOVA

No. in Survey held at GENOVA Date First Survey 31/3/47 Last Survey 7/5/47 (No. of Visits 19)

Reg. Book No. 13317 on the Machinery of the Wood, Iron or Steel M/S. SERGIO LAGHI

Gross Tonnage 10495 Vessel built at MONFALCONE By whom CANT. RIUNITI DELL'ADRIATICO When 1942-10

Net Tonnage 6182 Engines made at TRIESTE By whom CANT. RIUN. ADRIATICO When 1942

Nominal Horse Power _____ Boilers, when made (Main) _____ (Donkey) 1942

No. of Main Boilers _____ Owners AZIENDA GENERALE PETROLI AGIP Owners' Address ROMA

No. of Donkey Boilers 2 Managers _____ Port ROMA Voyage BRADAN

Steam Pressure _____ in Main Boilers _____ If Surveyed Afloat 2 in Dry Dock OF CANT. RIUNITI DEL TIRENO - GENOVA

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) See Classification

Periodical Surveys, 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. 7/3/47 E., 1/5/47 E.

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? ✓

" " AUX. Donkey " " YES.

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? ✓

State latest date of internal examination of each boiler _____ Present condition of funnel(s) good.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? 13 Kg/cm²

Did the Surveyor examine all the manholes, doors and their fastenings of the _____ Boilers? ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the _____ Boilers? ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the _____ 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? ✓

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 3 mm. Is electric light and 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.

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

Now done: Propeller placed in dry dock, propeller stem bush and outside fastenings and sea connections examined and found in order.

Propeller found all 4 blades (last iron) very rusted and corroded, propeller removed, cone examined and fitted in place the propeller of the sister ship M/S. Giulio Girolami. Works: C.R. DA San. Andrea Trieste

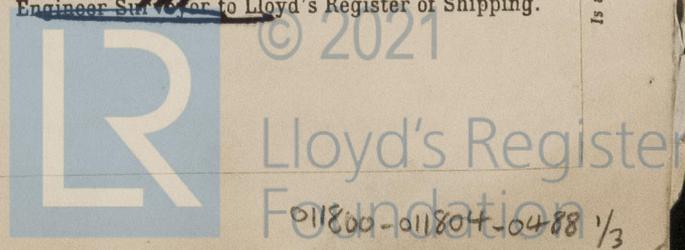
φ = 4950 Pitch 4050 N° 20398 L 1624 R.I. REP. N° 5009. At the present no spare propeller are on board and arrangement has been made with the Owners representative to be ordered a new propeller.

All cylinders liner, pistons, covers and valves, piston rods, cross heads, and guide, connecting rods, crank shaft and bearings, Thrust shaft and blocks, so evacuating pump cylinder, pistons, covers, valves, rods, crank shaft and bearings, cam shafts gearings, bed plate and holding down bolts examined and found in order. Auxiliary Generators and

General Observations, Opinion, and Recommendation: It is submitted that the Machinery as this vessel's merit to be classed in the Register Book with the record of LMC-5-47 (Lloyd's Machinery Certificate May 1947), subject to the spare propeller be placed on board at first convenient opportunity.

Survey Fee (per Section 29) CLASS, LMC, LIT	180,000.00	Fees applied for	18/8/47
ELC, INSTALL.	54,000.00	Received by me,	
Special Damage or Repairs Fee (if any) L.D.B. & U	28,000.00		
4 AIR (per 1000 TONS)	24,000.00		
CAR	8,580.00		
Traveling expenses (if chargeable) FUND	5,720.00		
OFFICE EXPS.	9,009.00		
REVENUE TAX			
Committee's Minute			

Assigned Jr uniki su J.E. Rph FRI. 25 JAN 1948



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

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

M/S. SERGIO LAGHI.

No 1, 2, 3, steam generators emergency generator and motor emergency compressor, auxiliary compressors fast and starboard (one electric and one with steam engine cranked and found in order. Starting air bottles examined internally and found good, Oil fuel heater and water cooler examined and tested and found tight. Steam condenser examined and tested found in order. Starting air receiver examined internally and externally with manway and safety valves and found in order safety valves adjusted under air pressure to 30 lbs./sq. in satisfactory.

Bilge pump No. 1, and feed pump circulating pumps, No 1, 2, 3, 4, 5, 6, examined, general service pump No 2 examined, lubricating oil pump No 1, 2, examined, oil fuel pumps, No 1, 2, 3, 4, 5, examined and found in order, all pumps examined also in working condition and found good.

Auxiliary Boilers fast and starboard examined through out with manways and safety valves and found in order. Safety valves adjusted under steam, as above. Steam pipes, and oil fuel pipes tested as per rules satisfactory oil fuel pressure pumps, filter etc. and general arrangements examined and found in order. Boiler feed pumps examined and found good. Boiler oil fuel tanks, engine oil fuel tanks and all daily service tanks examined, all steam coils tested as per rules requirements and found tight pumping arrangements examined and found in order.

Electric installations examined, all motors, starters Motor and auxiliary switches and distribution board, examined and found in order emergency plant completely examined. Megger test carried out of all circuits, All generators and motors examined in full working conditions automatic air switch board return of current tested satisfactory.

6 hours sea trials carried out satisfactory trial maneuvering carried out with satisfactory results, tabular the diagram of the torsional vibrations and one copy is herewith enclosed for information.

All security checked with the approved plans of main engine shafting, boilers, piping arrangements, and electric installations and found in order as per approved plans.

Cargo pumps room all pumps opened and examined and found in order, all steam pipes and leading cargo pipes tested heating coils in bunkers tested and found tight. Repairs Main engine all piston rings renewed, 7 telescopic pipes renewed, crank shaft bearings No 3, 5, 7 W. Metal renewed, crank shaft aligned satisfactory.

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Aux. Motor N°3. crank shaft bearings N° 5 white metal renewed, crank pins N° 2 top and bottom bearings renewed.

After Boiler feed pumps, piston rods, machined and polished, piston rings renewed.

Cargo pumps. all steam cylinders now renewed on account of porosity.

Note Result of the torsional vibrations.

a). critical revolutions 1° degree from 80 to 85 rev.

b). " " 2° degree from 100 to 105 rev.

This point has been in red marked on the main engine tachometer for guide to the engineers.

A. P. ...

Sketch of the engine room plan attached herewith for information of C.S. party.



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