

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office E2 NOV 1946)

Date of writing Report 24/9/1946. When handed in at Local Office 24/9/1946. Port of BOMBAY.
 in Survey held at BOMBAY Date. First Survey 9/9/46. Last Survey 17/9/1946.
 on the Machinery of the ~~Wood Iron~~ Steel Screw Motor Tanker "SERGIO LAGHI"

Gross 10495 Vessel built at Monfalcone By whom Cantieri Riuniti Dell Adriatico When 1942
 Net 6182 Engines made at Tri. By whom Cant. Riuniti Dell Adriatico When 1942
 Boilers, when made (Main) - (Donkey) -
 Owners Azienda Generale Italiana Petroli Owners' Address
 Managers Port Genoa. Voyage
 If Surveyed Afloat or in Dry Dock Hughes Dry Dock.
 (State name of Dock.)

Report No. Port Fitting of new propeller.
 Particulars of Examination and Repairs (if any) TS(CL) &

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

Special 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 any one else? If so, by whom?
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?
 If 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?
 Latest date of internal examination of each boiler.
 Did the Surveyor examine the Safety Valves of the Main Boiler?
 Did the Surveyor examine the Safety Valves of Donkey Boiler?
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?
 Did the Surveyor examine the drain plugs of the Main Boilers?
 Did the Surveyor examine all the mountings of the Main Boilers?
 Has the screw shaft now been drawn and examined?
 Is it fitted with continuous liner?
 Has the shaft now been changed?
 If so, state reasons.
 Has the shaft now fitted been previously used?
 Has it a continuous liner?
 Date of examination of Screw Shaft 13th SEPT. 1946. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft.
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

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 how expired	Machinery and Boiler surveys (including date of N.B., if any)
Garrying petroleum in bulk.		

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

Now Done:-

Vessel in dry dock. Examined propeller, stern bush end and outside fastenings. Propeller blades found very badly eroded and spare propeller satisfactorily fitted. Screw shaft drawn in and found in good condition. Wood of stern bush found in good condition. Markings on propeller verified.
 G.R.D.A. Comm: 5357 LECA 5309
 Trieste 12-42.

General Observations, Opinion, and Recommendations:-

(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.)
 CS 3,34.
 The machinery of this vessel is eligible, in my opinion, to remain as classed with fresh record of TS(CL) 9,45.

Survey Fee (per Section 29) TS Rs. 90/-
 Docking Rs. 45/-
 Travelling expenses (if chargeable) Rs. 25/-
 Fees applied for 24/9/1946.
 Received by me, 1946.

Omitted from R.I. Copy
 T.H. Noel
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned
 Not for Claring Committee

FRI. 23 JAN 1946
 Lloyd's Register Foundation
 The Times of India Press, Bombay.
 011800-011804-0489

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

