

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

(Received at London Office)

52 NOV 1946

Date of writing Report: 24/9/1946 When handed in at Local Office: 24/9/1946 Port of: BOMBAY.
 No. in Survey held at: BOMBAY. Date: 9/9/46 First Survey: 9/9/46 Last Survey: 17/9/1946.
 Book No. 796 on the Machinery of the Wooden Steel Screw Motor Tanker "SERGIO LAGHI" (No. of Visits 7)

Vessel built at Monfalcone By whom Cantieri Riuniti Dell Adriatico Year 1942
 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.)

Particulars of Examination and Repairs (if any) Fitting of new propeller. TSCL &

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined -
 Has a damage report been 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? -
 Was this not done, state what reasons? -
 Were any 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 is the latest date of internal examination of each boiler? -
 Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -
 Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No
 Has the shaft now been changed? No If so, state reasons -
 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? -
 Date of examination of Screw Shaft 13th Sept. 1946 the distance between lignum vitae XXXXXXXX of stern bush and top of after bearing of screw shaft 3/32"
 Are the lights referred to by numbers, should be counted from forward? - Is electric light and/or power fitted? Yes
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No
 Has the resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -
 If not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

Work 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.
C.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) 9,46.

Survey Fee (per Section 23) TS Rs. 90/-
 Docking Do Rs. 45/-
 Special Damage or Repair Fee (if any) (per Section 23) Do Rs. 25/-
 Travelling expenses (if chargeable) -

Fees applied for 24/9/1946.
 Received by me, - 19-

T. H. Naeef
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 JAN 1948
 Assigned For minute by Tri. J.E. Pfl. 16516



011800-011804-0491

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

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