

Rpt. 9

Date of writing report 30th April, 1962

Received London

Port GENOA

26915

Survey held at GENOA

No. of visits 9

First date 10/4/62

Last date 21/4/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B.30525 Name M.V. "SERGIO LAGHI"

Gross tons 10495 Date of build 1942

Owners SNAM S.p.A.

Managers

Port of Registry GENOA

Engines made 1942 By C.R.D. ADRIATICO, Trieste

Type oil eng. 2SA 9Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux. Boilers 2 W.P. 1851bs

Surveyed Afloat or in Dry Dock both

Nature of Survey CS, DS, ABS, TS, SPS, SPRS

Was Damage Report issued? - Int. Cert.? yes

Last Report (For Head Office only)

Hull		Machinery
100A1	Oil Tanker	LMC
SS(Dr)	11/55-12/59	CS 12/59
DS	4/61	BS.A. 4/61
		TS.CL. 12/58
		SP. 11/55

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes Close fit (rewooded) Sea Connections good
Fastenings good Has Screwshaft been drawn? yes-good Date of Examination 11/4/62 Has Shaft been changed? NO
Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? yes Approved oil gland? -

MAIN ENGINES (PORT & STARBOARD)
1 Cyls., Covers, Pistons & Rods Nos. 6, 7 & 9 - good
2 Valves & Gears Nos. 6, 7 & 9 - good
3 Connecting Rods, Top Ends & Guides Centre Nos. 3 & 4 - good
4 Crankpins & Bearings Centre Nos. 4 & 6 - good
5 Journals & Bearings Nos. 2 & 10 - good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS Nos. 2 & 3 - good
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.) good (H.T.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

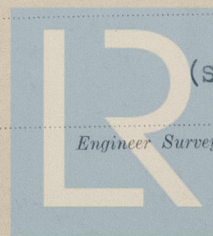
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now surveyed, is in efficient condition and eligible in my opinion, to remain as now classed with fresh records of CS (with date) on completion of survey, ABS 4/62, SPS 4/62 and TS.CL. 4/62 now.

THURSDAY 24 MAY 1962

Date of Committee

Decision

20m.4.61 T. (MADE AND PRINTED IN ENGLAND)



(S. FOLLO)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

Bilge pump in fwd. cargo pump room.
Ballast and O.F. transfer pump (80T/hr) in service pump room.
Combined main F.W. & S.W. circulating cooling pump fwd.
Steam condenser extraction pump - Inbd. HP & LP main L.O. Pumps. - P.s. fire & sanitary pump (el.dr.) - Port O.F. pump for the boiler burning units - all good.

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
O.F. filter of the boiler burning unit - good.
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
Main L.O. & O.F. filters - good. fwd.O.F. for main engine - good.
35 Fresh Water Coolers (two) - good. Main Lub. Oil Coolers (two) - good. lower O.F. for boiler burning unit - good.
36 Heaters (state service)
37 Independent Air Compressors, Coolers & Safety Devices 1st starting hand driven - Air compressor steam dr. (S.S.) - good.
38 Air Receivers & Safety Devices Main Port inbd. and stbd. outbd. - good. 40 Auxiliary air bottles (three) of aux. engines - good (H.T.)
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)
Stbd. steam engine driving the F.D. fan for the boilers - good.
Outbd. (No. 1) and centre (No. 2) aux. oil engine generator sets - good.
Steam engine driving the air compressor S.S. - good.
Steam engine driving the variable capacity pump of the steering machinery - good.

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, ~~DRY DOCK~~ PRESS. boilers - good (both)
exmd. 15/4/62.

Superheaters
Safety Valves of both - good.
Mountings, Doors & Fastenings of both - good.
Safety Valves Adjusted to { Sat. of both to 12Kgs per cm² (at the O/R desire).
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes-good Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? (none) Funnel efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore) steel S.D. - good.
Were Copper Pipes annealed? - Have Saturated Pipes in cylindrical boiler smoke boxes been tested? (none).

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

REPAIRS:- Main engine Nos. 6, 7 & 9 cylinder liners renewed for wear. New liner duly tested.
Nos. 3 & 4 top end bearing lower halves found with the white metal cracked now remetal-
led.
No. 6 bottom end bearing top half found with the white metal cracked now remetal-
led.
Nos. 2 & 3 intermediate shaft bearings found with the white metal partly burnt and run
out now remetalled, shaft working surfaces in way hand lapped.
Steam aux. condenser: tubes found wasted or leaking; all tubes and ferrules renewed. Tested on
completion with good results.
P. Inbd. and S. outbd. main air receivers: found somewhat corroded and pitted at its centre
bottom part on the inside but not affecting the efficiency of the air receivers. The
corroded and pitted surfaces have now been cleaned to bare metal and filled up with
plastic material and anticorrosive paints. Same, in my opinion, may be considered
efficient and it is submitted that a note should be entered in the S.R.L. appendix
for further attention.

Inboard HP & LP main L.O. pump: the internal gears of the HP stage found so-
mewhat pitted but still in efficient conditions. The Owners have now or-
(Contd. Sheet No. 2)

Survey fees D.S. Lit 12,000 less 15% = Lit. 10,200
T.S. 7 17,500 u u = 4 14,875
C.S. 7 121,250 u u = 4 103,063
S.P.S. 7 16,000 u u = 4 13,600
Damage fee A.B.S. 7 35,000 u u = 4 29,750
Expenses... (See Rpt 8)

Date when A/c rendered 14/5/1962

Rpt. 9a

Port of

GENOA

Continuation of Report No.

dated 30th April, 1962

on the

(Sheet No. 2)

m.v. "SERGIO LAGHI"

REPAIRS (Contd.) :-

dered new gears and will be fitted in place at the first opportunity.

P.s. fire and sanitary pump: impeller, sealing rings and bearings renewed and shaft skimmed.
P. Outbd. (No. 1) aux. oil engine generator set: overhauled and one gudgeon pin & bush renewed.

All piston rings renewed.
S.s. air compressor: its driving steam engine overhauled, piston rings renewed and rods skimmed.
Air coolers, cleaned, repaired and tested on completion with good results.

Stbd. aux. boiler: one feed water valve chest found wasted now renewed. New valve chest, bronze, duly
tested. The other feed water valve found leaking, removed and refitted with new packing.

Remaining pumps and items now examined have been overhauled and refitted in good working conditions.
Some wasted lengths of steam pipes on fore and aft. gangway and in eng. and boiler rooms have been re-
newed and duly tested.

In drydock: lignum vitae of stern tube bush found somewhat worn, about 5.5mm., have now been renewed.
Tailshaft drawn in for examination, cone magnaflux tested and the tailshaft found in good condi-
tion. Refitted in place.