

Messrs. Cantieri Riuniti dell'Adriatico's Yard No. 783 -
"CONTE DI SAVOIA".

The scantlings and arrangements of this vessel were originally considered for a designed draught of 30.35 feet.

In October 1931 the Trieste Surveyors stated that the Builders desired to have an assurance that if at any future date a request was made for an increase in draught of 5" or 6" this increase could be granted from a strength point of view, and they were informed that the strength of the vessel was such as would permit of an increase in draught of 6 inches.

A letter has now been received from Mr. Costantini, from Genoa, enclosing a copy of one from the Owners, in which they request that an increase in draught of about 8 inches may be approved.

The Surveyor states that the extra deadweight of about 1,000 tons, corresponding to the desired increase in draught, will consist entirely of fuel oil, and could be considered as being uniformly distributed over the entire length of the engine and boiler space.

It is to be observed that the present application is for an increase in draught of only 2 inches more than previously proposed, and in view of the fact that the additional deadweight to be carried is to be spread over the midship portion of the ship, the bending moment in the arrival condition, which is usually the worst condition in this type of vessel, will not be increased, and it is considered that the application of the Builders can be granted.

The Surveyor states that the question has been discussed with the Registro Italiano, who are assigning the freeboard to this ship, and they have stated that the proposed increase can be granted, and further that it did not affect the subdivision of the vessel.

It is submitted the Surveyors be informed that the scantlings and arrangements are such that an increase in draught

Mr Watt

of 8 inches could be approved.

When the freeboards have been officially assigned by the Registro Italiano and marked on the vessel's sides, the Surveyors should forward the usual verification of marking form for the formal approval of the freeboards by the Committee, and in order that the necessary records may be made in this Society's Register Book.

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