

Lloyd's Register of Shipping.

HEAD OFFICE: 71, FENCHURCH STREET, LONDON E.C. 3.



communications to
be addressed to
SURVEYORS.

Dear Sir,

LLOYD'S REGISTER
RECEIVED
14 NOV 1932
And
LONDON

Port of Genoa (111),

Piazza Cavour, 35, 10th November, 1932.

S.S. "CONTE DI SAVOIA".

I am enclosing herewith translation of a letter received yesterday from the Società "ITALIA" desiring consideration of a proposal to increase the draught of this vessel about 8".

A hypothetical case corresponding to a moulded draught of 30.76 feet i.e. about 5" above the designed draught, and intended to represent the worst conceivable condition gave a hogging bending moment of 1.189.950 foot/tons corresponding to a stress at gunwale of 8.91 tons with the Builders mild steel modulus of resistance and 9.24 tons associated with the modulus resistance calculated in London.

These figures do not exceed the stresses permitted by the Society usual practice.

For particulars of assumption and distribution of weight on which the above calculation was based, see tabulated results of strength calculation prepared by the Builders and submitted with Mr. Balfour's letter of 21st October 1931.

The actual distribution of loads corresponding to a departure moulded draught of 31 feet is not nearly/severe as that assumed in the above "special condition" case.

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The displacement at 31 feet draught is.....	41760 tons (metric)
Weight of light ship.....	31411 "
Weight of water in Boilers, condenser, etc.....	639 "
Corresponding deadweight.....	9710 tons.

The deadweight is made up as follows: -

Fresh water.....	2109 tons
Feed water.....	713 "
Drinking water.....	148 "
Lubricate oil.....	97 "
Passengers and luggages.....	300 "
Stores.....	250 "
Cargo.....	1000 "
Together.....	4617 tons, leaving

for oil fuel $9710 - 4617 = 5093$ tons.

In this vessel oil fuel is carried not only in the double bottom amidship but also in a number of the wing tanks which extend for the full length of the engine and boiler spaces.

As the wing tanks are primarily intended to provide an inner skin, their capacity is greatly in excess of the amount of fuel actually carried.

The extra deadweight of about 1000 tons, corresponding to the desired increase of draught, will consist entirely of fuel oil and could be considered as being uniformly distributed over the entire length of engine and boiler spaces.

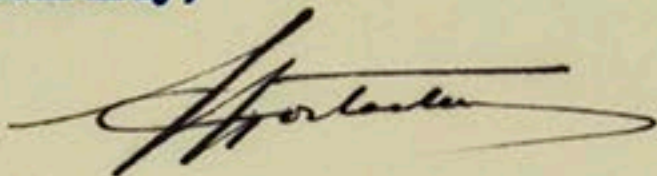
In this particular case the distribution of weight in the arrival condition will be practically the same as on the departure condition as, during the voyage of $6\frac{1}{2}$ days duration, about three thousand tons of oil, taken from the central portion of the ship, will be consumed, but, in order to minimise heel in the case of serious side damage, every alternate wing tank will have to be filled with water ballast when empty of oil thus

leaving a total of only about 1500 tons reduction of weight amidship. On the other hand a large percentage of the supply of fresh water, feed water and drinking water, (say about 2000 tons) kept at the ends of the ship will be exhausted, thus leaving the fore and aft distribution of weight practically unaltered.

The proposed increase of draught has also been discussed with the R.I. representative who stated that, as far as their Society were concerned, the proposed increase could be granted also that he did not affect the subdivision of the ship.

I am, Dear Sir,

Yours faithfully,



THE SURVEYORS TO LLOYD'S REGISTER

A. Constantini

1 Encl.

The Secretary,
London.

14 NOV 1915
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(Enclosure)
Returned to the Chief Clerk of the Registry

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Yours faithfully,

THE SURVEYORS TO LLOYD'S REGISTER

Encl.

Secretary,
 London.

Deferred to the Chief Ship Surveyor.
 (Freeboard).

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14 NOV 1932

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