

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ITALIAN

12th December, 1922.

Dear Sirs,

I beg to acknowledge the receipt of your letter of the 29th November regarding the boilers to be fitted on the new Steamer "FULGOR", and to acquaint you that the matter to which you refer has been very carefully investigated.

I should explain in the first instance that so far as this Society is concerned, no objection is raised whether firebricks are employed for the protection of the stay nuts from the effects of oil fuel flames or whether the stay nuts are protected by asbestos caps.

It appears, however, that Messrs. Mackie & Baxter found upon the trial trips that leakage had developed in the combustion chambers of the main boilers, and asked the advice of Mr. Harry Clarke, the Society's Senior Engineer Surveyor at Glasgow, as to what was best to be done in the matter. Mr. Clarke ascertained upon inquiry that the greater part of the combustion chambers had been entirely covered by firebrick with a view to protecting the plating and stay nuts from the flame.

As such massive brickwork is apt to cause unequal expansion in the combustion chambers, Mr. Clarke thereupon advised Messrs. Mackie & Baxter that he thought the best means of avoiding further leakage trouble would be to remove all the brickwork with the exception of the part immediately round the furnace throat, and protect the stay nuts by asbestos caps pinned on.

From the above explanation you will observe that the Society's Senior Engineer Surveyor at Glasgow gave no instructions in the matter, but at the request of Messrs. Mackie & Baxter, who it appears are the responsible Contractors for the Machinery, advised them as to what in his opinion was the best means of avoiding further leakage trouble.

I am, Dear Sirs,

Yours faithfully,

Assistant to the Secretary.

Societa Marittima per
trasporto di Petrolio e Derivati

"LA COLUMBIA",

Casella Postale 1301. GENOVA Italy

Lloyd's Register
Foundation