

COPY.

Enclosure.

24th September, 1921.

Secretary
XXXXXX

TRIESTE.

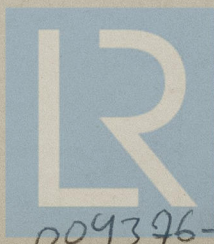
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Steamer "GROF TISZA ISTVAN". I have to acknowledge the receipt of your letter of the 13th instant respecting this vessel, from which it is noted that the Boiler Survey will be held on her return to Italy. I may say that action has been deferred accordingly.

"ARGENTINA". As recommended. It is concluded all holds, including the crossbunker, have previously been examined as required for the Special Survey, but I shall be glad to have this confirmed by letter.

I have at the same time to point out that the bower anchor which requires to be examined is that referred to in Trieste report No.4870, the anchor No.4040 having been reported by the New York Surveyors to have been examined in October, 1920.

I have further to point out that in view of the New York *Surveyors*
(P.T.O.)



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having reported in April, 1919, that the vessel had only 240 fathoms of chain cable on board, and of the statement now made that one length has been examined on the present occasion, it would appear that the marks on 15 fathoms still require to be compared with the certificate of test.

As recommended.

Steamer "CHIRCA". I enclose an extract from a report which has been received from the Society's Surveyors at Naples relative to this vessel and shall be glad to learn in what circumstances the cables were recommended to be ranged and examined.

"LODOLETTA". I have to acknowledge the receipt of your letter of the 8th ultimo enclosing one from Mr. Common relative to this vessel, from which it is noted that a propeller 95" in diameter has been fitted instead of one 81" in diameter as previously proposed. It is noted that the present screw shaft has two liners and is 153 mm. in diameter, which meets the requirements of the Rules for a propeller 81" in diameter, but is below what would be required for a propeller 95" in diameter. Due note is taken of the Owners' statement that the vessel has been chartered by the Italian Government on the Certificate of the Registro Navale Italiano, but they will reduce the size of the propeller at the first opportunity and later on fit a screw shaft with a continuous liner and a more suitable propeller. In the circumstances the Committee have deferred action as regards the vessel's classification.

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In the meantime I have to state for the information of the Surveyors that it is not the usual practice to flange the intercostals in the machinery space, and in future cases if it is desired to do this the proposal should be submitted for consideration in the first instance.



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