



Please quote

Our Ref. AA/ag

Your Ref. Classn.

# LLOYD'S REGISTER OF SHIPPING

SEDE CENTRALE: 71, FENCHURCH STREET, LONDON, E.C.3.

Ufficio Principale per l'Italia

Via Sottoripa, 1<sup>A</sup>/112 - Genova (327)

Casella Postale (P. O. B.) 232.

Telefono No. 208.772 (3 linee)

Telegrammi: Surveyors, Genova.

Genoa, 26th June, 1963.

RECEIVED  
11 - JUL 1963  
Handwritten signature

Dear Sir,

s.t. "GIUSEPPE GIULIETTI"

With reference to your Cladding Letter dated 20th inst. regarding the above vessel, we have to inform you as follows:-

- 1) The reduction gear wheels and pinions are more or less all abnormally pitted.  
The 2nd reduction gear main wheel and both pinions are pitted with larger size of pits from 1 to 3mm. about in dia., proportionally deep, and for an extension of about the 15 to the 20% of the teeth area, ahead flank.  
The 1 st reduction gear wheels and pinions presents smaller size pits but the affected area is about the same.  
At the earliest opportunity we will have proper records or by lead or plastic or coloured paper tape and these will be sent to you for further and more complete information.
- 2) The steam generator safety valves were adjusted to the real working pressure of 114 lbs. at the Owner's representative request.
- 3) We do not understand the fact that the main feed heaters do not appear to have been examined for some time.

We are of the opinion that the above main feed water heaters were never examined and of course, we will not arrange with the Owners about their examination, for the fact that no feed water heater are fitted on board. The feed water is heated in the deaerator first and in the boiler economisers after.

The Secretary,  
London.

Yours faithfully,

(A. Ansaldo)

FOR THE SURVEYORS

Lloyd's Register  
Foundation

011499-011505-0094

Handwritten initials 'me'

London.  
The Secretary,  
Lloyd's Register of Shipping,  
1, Broad Street, London, E.C.4.

REPORTS

the boiler economizers after.  
The feed water is heated in the generator itself and in  
the fact that no feed water heater was fitted on board.  
not exchange with the Camera about their examination, for  
test heaters were never examined and of course, we will  
time.

*W.H. 2/2/13*

We are of the opinion that the above main feed wa-  
ter heaters do not appear to have been examined for some  
representative test.

(3) The working pressure of the boiler at the Camera's  
conditioning station was 150 lbs. per sq. inch and the  
boiler was found to be in good order and the boiler  
and the feed water heaters were found to be in good  
order and the boiler was found to be in good order and  
the feed water heaters were found to be in good order.

(4) The reduction gear wheels and pinions present  
on the engine were found to be in good order and the  
reduction gear wheels and pinions were found to be in  
good order and the reduction gear wheels and pinions  
were found to be in good order.

(5) The reduction gear wheels and pinions were found  
to be in good order and the reduction gear wheels and  
pinions were found to be in good order.

Yours faithfully,

Dear Sir,



Lloyd's Register  
Foundation

Address: 1, Broad Street, London, E.C.4.  
Telephone No. 300,333 (3 lines)  
Cable Address: 'L.R.' 333.  
No. 201,000, 1/11/13. Camera (333)

Genog, 25th June, 1913.

*RECEIVED*  
*1-27-13*

ЛЛОЙДС РЕГИСТЕР ОФ ШИПИНГ

SEDE SEMIURBE: 1, BROAD STREET, LONDON, E.C.4.

Office Principale bei 1, Broad

