

Lloyd's Register of Shipping.

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

Port of Naples,

Via A. Depretis, 31, 19th, April 1921

23 Enclosures

Dear Sir,

We beg to inform you we have received a request (attached) from the Società Aninima Bacini & Scali Napoletani of this port, stating they wish to class their C.B.I2, with us.

This vessel is the same in all respects to their C.B.I3, whose plans have already been approved by you on the 18.6.1920, subject to a few alterations,

As far as I can gather C.B.I2 can be sold by the builders if they can obtain our class hence the reason for this application.

C.B.I2 was launched a short time ago and named the "Giulia" during the time I have been here I visited this vessel on several occasions in order to find out what kind of work these people were turning out for my own future knowledge, and am in position to state the workmanship on this vessel was very fair as far as seen, this vessel is at present having her machinery and boilers fitted to place, and it is the builders intention to try and complete the vessel by the end of June next.

We have discussed this matter with the builders and they

state they will render us every assistance in order to obtain the classification.

We enclose herewith for your consideration the plans of C.B.I2, also the approved plans of C.B.I3 for guidance, and respectfully suggest the plans of C.B.I2 might be treated on the same basis as C.B.I3.

We might suggest that as C.B.I2 is already launched, the difficulty regarding the workmanship not being inspected during construction, (except my own unofficial inspection) might be overcome by carrying out a rigid examination of the vessel, withdrawing rivets from certain parts to enable us to judge the quality of the workmanship, this examination could be carried out now and when the vessel goes into dry-dock later on when nearing completion.

It might not be out of place to suggest that as it is likely Mr. Ives will be in Italy shortly (if not already here, he might join us in the survey, seeing that he has a first hand knowledge of the vessel and the people we have to deal with.

With regard to the material used in construction of the Hull, I have examined all the Certificates and am quite satisfied that it has been inspected and tested by our Surveyors in the United States, the material was manufactured by

{ Cambria Steel Coy }
{ Worth steel works }

Respecting the machinery and boilers The engines were built at Naples by the Shipbuilders the boilers are water-tube built by Tosi, the plans are identical to C.B.I3, approved 28.6.1920, the same enclosed herewith for noting, we might suggest that an inspection

all parts might be carried out, scantlings verified with drawings, engines tested and spare gear be supplied according to the rules.

We take the liberty of suggesting if possible the Committee to consider favourably the classification of this vessel with us, the builders are anxious for this, and we at this end ~~are~~ desire to put them in the circumstances, with a view to forthcoming work.

Plans Enclosed

C.B.12

Midship Section

Profile

Pumping Plan

Bulkhead 28

" 76

" 7

" 106

" 136

" 48

C.B.13

Midship Section +

Profile +

Pumping Plan -

Bulkhead 28 +

" 76 +

" 7 +

" 106 +

" 136 +

" 48 +

drawing but Same as C.13

Sternframe & Rudder

Sternframe & Rudder +

Machinery Plans

C.B.13. Boiler Plans.

C.B.13. Crank Shaft.

C.B.13. Sc. shaft &

Thrust Shaft

C.B.12. Same

C.B.12. Same

C.B.12. Same

We are, dear Sir,

Yours faithfully,

The Secretary to Lloyd's Register

Secretary,
London.

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Lloyd's Register
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