

LLOYD'S REGISTER.  
LONDON.

ECB 28 APR 1921

NSR

244

19th, April 1921

23 Enclosures

Dear Sir,

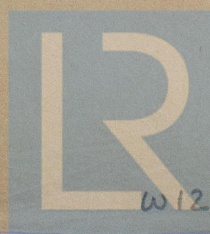
We beg to inform you we have received a request (attached) from the Società Anonima Bacini & Scali Napoletani of this port, stating they wish to class their C.B. I<sup>2</sup>, with us.

This vessel is the same in all respects to their C.B. I<sup>3</sup>, 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. I<sup>2</sup> can be sold by the builders if they can obtain our class hence the reason for this application.

C.B. I<sup>2</sup> 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 <sup>as</sup> 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



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They will render us every assistance in order to obtain the  
information.

Enclose herewith for your consideration the plans of  
also the approved plans of C.B.13 for guidance, and respect-  
suggest the plans of C.B.12 might be treated on the same  
C.B.13.

It might suggest that as C.B.12 is already launched, the  
objection 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  
from certain parts to enable us to judge the quality of  
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  
that he will be in Italy shortly (if not already here, he might  
be 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  
we have examined all the Certificates and am quite satisfied  
that has been inspected and tested by our Surveyors in the  
past, the material was manufactured by

{ Cambria Steel Coy }  
{ Worth steel works }

Inspecting the machinery and boilers The engines were built  
by the Shipbuilders the boilers are water tube built by  
plans are identical to C.B.13, approved 28.6.1920, the same  
herewith for noting, we might suggest that an inspection



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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 ~~and~~ desire to  
assist them in the circumstances, with a view to forthcoming work.

#### Plans Enclosed

C.B. I2	C.B. I3
Midship Section	Midship Section
Profile	Profile
Pumping Plan	Pumping Plan
Bulkhead 28	Bulkhead 28
" 76	" 76
" 7	" 7
" 106	" 106
" 136	" 136
" 48	" 48

Drawing but Same as C. I3

Frame & Rudder	Sternframe & Rudder
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#### Machinery Plans

C.B. I3. Boiler Plans.	C.B. I2. Same
C.B. I3. Crank Shaft.	C.B. I2. Same
C.B. I3. Sc. shaft & Thrust Shaft	C.B. I2. Same

Secretary,  
London.

We are, Dear Sir,  
Yours faithfully,

*W. H. Roberts*

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