

REGISTER."

Lloyd's Register of Shipping,

Via Mazzini No. 9,

Trieste (III), 13th December 1932.

Casella postale No. 2.



Dear Sir,

Q.S.S. "CONTE DI SAVOIA".

As you are no doubt already informed, one of the turbo generator condenser circulating discharge valve bodies broke during the maiden trip of the Q.S.S. "CONTE DI SAVOIA" with the result that the auxiliary machinery space was partially flooded.

The retaining valve in question had a cast iron body and was fitted directly on the inner skin of the ship, there being a 205 x 13 Mannesmann tube extension piece between the inner and outer skin.

In the course of a conference held today with the builders for the purpose of determining what steps should be taken to avoid a repetition of such an occurrence, we were informed that it had been decided to remove all cast iron discharge valves on the inner skin in way of the machinery spaces and to replace them by cast steel bends fitted directly on the inner skin and sluice valves (in cast iron bodies tested to 25 atmospheres) fitted between the bends and the discharge pipes.

512 43-1187-3A2-91

Referred to the Chief Engineer Surveyor's Dept

Handwritten signature

18 DEC 1932

Handwritten notes:
Spec to J. J. J. J. J.
J. J. J. J. J. J. J.
J. J. J. J. J. J. J.

at The Secretary,
LONDON.

Handwritten signature
For the Surveyors.

Yours faithfully,
I am, Dear Sir,

another proposal.

errorclassification was concerned, no objection could be taken to
The Builders were informed that, as far as