

29, GREAT ST HELENS, E.C.

22 April 1887

Ans: 4/5/87.

B. Weymouth Esq  
Lloyd's Register of British,  
and Foreign Shipping  
2 White Lion Court. E.C.

Dear Sir,

We have to acknowledge receipt of your letter of the 21<sup>st</sup> inst, at the contents of which we are very much surprised. We have done everything in connection with the alteration of the 'Charles Howard' in conjunction, and under the supervision of your Surveyors in Newcastle, and although the alteration of the bunkers had been made at a great expense, and is on the same principle as other steamers which are now burning fuel, immediately you suggested an objection to this plan, we decided to discard ~~this~~ system of carrying the fuel, and with your consent, and approval, altered the ballast tanks for the purpose.

We regret enquiries were not made at your London Office, as to whether you would



23/4/87 J.M. G.C.

In Parker Transport  
Charles Howard.

In this case I have nothing to add to my  
Endorsement dated the 20<sup>th</sup> inst, further than  
to remark that such a great innovation as  
burning liquid fuel instead of coal, which  
may or may not interfere with the seaworthiness  
of the vessel, should not be approved or even  
encouraged until proper trials at sea have  
been made with the Society's Officers onboard.

It will be seen from the Surveyor's  
letter of the 20<sup>th</sup> inst, that he arranged with  
the Owner's representative to go to sea with  
the vessel, and notice was to have been sent  
to him when she was ready, but the vessel  
was sent away in the early morning without  
proper intimation being given.

It is Charles Howard

don 22 April  
Effect done

LLOYD'S REGISTER,  
LONDON.  
REC'D 25 APR. 87  
ANS:



Not Enclosed

like to be present at the trial, but we  
of course, thought your Surveyors in Newcastle  
would have known if you had such an  
inclination. The system as you are aware  
is that known as "Parbuck's Process", and we  
had telegrams from the ship at Dover, saying  
that the results were most satisfactory. We  
enclose extract of letters received from the  
Captain, and my Superintending Engineer, and  
trust that under these circumstances you  
will not carry out your threat to expunge  
the vessels class from your Register, as we  
think that on your reconsidering the matter  
that you have not sufficient grounds for doing  
so. We shall give you information  
whenever the steamer arrives back in the  
U. K., and any trial that you think  
proper can then be made.

Yours truly  
Alfred Hunt



27.4.87  
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