

Reference M.

TELEGRAPHIC ADDRESS—ENYAP.

GEORGE PAYNE  
SURVEYOR

*Lloyd's Register of British  
and Foreign Shipping*

*7. T. de Caez de Toja*

**LLOYDS REGISTER,  
LONDON.**

**REC<sup>d</sup> 31 AUG 1909**

**ANS<sup>d</sup>**

*Lisbon* August 27th. 1909.

Sir,

I have to acknowledge receipt of your letter of the 19th August, with specimen copy of first entry report enclosed, for which I am much obliged.

I also received reports 611 & 612. returned, and regret the trouble I have given you.

Since receiving your letter I have been over to ship-builders yard, with one of the partners, and measured everything very carefully of barge *N<sup>o</sup> 3* now building along with barges afloat, and have to draw your attention to the fact that the frames in way of water tanks and side bunkers are all  $2\frac{1}{4}" \times 2\frac{1}{4}" \times \underline{4/20}"$ , and must explain how this has come about.

Mr Gravel of the Bureau Veritas, London, who is a particular friend of Messrs H. Parry & Sons, designed the barges, or had them designed for them, and indicated all thicknesses of material etc, etc. which were ordered and delivered last year, before any drawings had been approved by Lloyds, and they are writing Mr Gravel on the subject, who will doubtless call and see the Committee on the matter.

They are much annoyed at this having occurred as it was in no way intentional on their part, and quite an oversight.

They are willing to do anything Lloyds may demand to compensate the difference of  $1/20"$ th. on these frames, and for your guidance I may mention that the owners Exploração do Porto de Lisboa,

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No.2.

are also willing to accept the barges as they are, without strengthening or further alterations, if Lloyd's Committee will grant the Certificate required, and I now enclose two first entry reports on Barges, No.1. & 2. which I trust will be found in order.

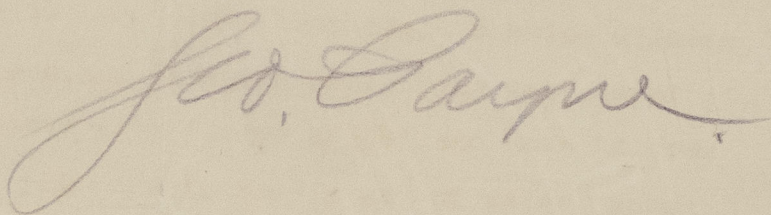
I am, Sir,

Your obedient Servant,

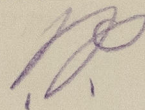
A. Scott, Esqre.

Secretary.

L O N D O N.



P.S. I may also state that the Owners are paying a fine of £.6\$000 per day for each of the barges, hence you will realise their anxiety for a speedy and quick resolution to this matter.



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Lloyd's Register  
Foundation

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Referred to the Chief Ship Surveyor.

AUG 31 1909

Referred to Mr. Ascough.

To note

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