

LLOYD'S REGISTER OF SHIPPING.

Lisbon, 12th November, 1920.

Dear Sir,

I am enclosing you a letter received from a new trawling company lately formed in Lisbon, who have taken over most of the trawlers, and they do not wish same to be continued in class and have taken the liberty of translating same for your guidance. I have asked them to give me a full list of the names of all the trawlers they control and will not fail to forward same when I hear from them so that they may be correctly entered in the new Register Book. I regret to say that things in Portugal are very much upside down at present commencing with the Government. No one appears able to take control of this country, they are always disagreeing amongst themselves and suffling the ministers but without any good results. The exchange also is a big handicap being now over 28 escudos to the pound. There is a great difficulty in collecting fees also money for Register Books, although I admit the money is safe. They take a long time to pay but pay they will. The Consorcio also makes it difficult because you have to get a "permis" to buy sterling which is not always given, and to go and change escudos into sterling at the present moment would be ruinous, yet I hope before the year is out to remit you, if not all, nearly all that is owing in connection with the Register Books, as I have applied for permission or leave to remit. As regard getting any information about the various vessels, this is almost next to impossible, no one seems to care, no one troubles even to answer letters.

In the case of the 3 masted schooner "LIGERO" and ~~other~~

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quity which you sent on the 25th October, I have called and  
written to the Captain of the Port here who says he knows nothing  
about her. I have also written to the Captain of the port at  
Lisbon, Figueiro da Foz and Aveiro and enclosed stamped envelopes  
and have received no reply. I saw in the papers though that a vessel  
now called "ONDINA" (should be "Ondina") ex "LIGERO" had returned  
from Aveiro from the banks of Newfoundland and I am still pursuing  
inquiries and trying to get into touch with some merchants there  
to see if I can get any information from them and will not fail  
to let you know as soon as I do.

I may add that on presenting certificates to the old  
owners of the "MARIA LEONOR" and "MARIA HELENA" both Owners  
refused to pay alleging that as they had sold their ships there  
was no use paying the fees and as circumstances are at present,  
I consider we have no alternative but to accept their decision  
and in future we will take care not to hold any surveys before  
getting something in writing from the Owners.

To conclude I may add that the Transportes Maritimos do  
Estado, who control the ex-German boats, a Government concern,  
owe over £250,000. and several repair shops, engineering works  
are closed since last Saturday for want of capital to carry on.  
This is a very serious matter indeed as it is next to impossible  
to get the vessels away. There have been several meetings in  
Parliament in connection with the above and which have generally  
ended in rows without getting anything settled and very likely  
this will be the cause of several failures before the end of the  
year.

I am, Dear Sir,  
Yours faithfully,  
(Sgd.) GEO. PAYNE.

Lloyd's Register  
Foundation

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