

AS: REGISTER.

Lloyd's Register of Shipping,

Praca Duque da Terceira 24-2°-E.,

Lisbon, 20th August 1935.

M.V. "FAYAL".T. B. SCULLARD,
ENGINEER SURVEYOR.

Dear Sir,

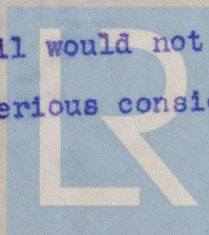
I duly received your classing letter of the 15th instant regarding Report No. 2507 on the above named vessel, with reference to the carrying of fuel oil in the forepeak tank.

As stated in my Report the Local Agent and Supt. were warned on several occasions that fuel oil must not be carried in this tank before it be fitted for the purpose.

I understand the Company is heavily in debt, and having at the time the opportunity to charter the vessel on favourable conditions, for the voyage to Newfoundland, the fuel oil was put in the tank in order to carry enough oil for a return trip as the Agent was wrongly informed that oil is not available at St. John's, but neither the Port Authorities or I were advised that this was being done.

The Local Agent returned yesterday to Lisbon and called at this Office and was informed of the contents of your letter and also was again reminded of my repeated recommendations in this matter.

He stated that fuel oil would not again be carried in this tank and he would give serious consideration to the fitting



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W466-0051 (1/2) (2)

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COPY.

10th August, 1935.

up of the tank for the purpose if it be found profitable to the Company to do so.

Up to the present the vessel has traded on the Coast and as far as Hamburg and Norway and for these voyages can carry enough oil for the return trip without using the forepeak tank

A stern warning has been given the Owners by the Port Authorities regarding this matter.

I am, Dear Sir,

Yours faithfully,

Ch. J. Hume

The Secretary.

LONDON.



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W466-0051(2/2)

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(95) 1200-2222

Referred to the Chief Surveyor

1913 AUG 12 1915

also for Mr. Spinks to note.
Also for Mr. Carey to note.

ack. in class. 30/8/15

LONDON.

The Secretary.

[Handwritten signature]

Yours respectfully,

I am, Dear Sir,

authorities regarding this matter.

A steam sailing has been given the Owners by the Port
enough oil for the return trip without using the forepeak tank
and as far as Hamburg and Norway and for these voyages can carry

up to the present the vessel has traded on the coast
the Company to do so.

up of the tank for the purpose if it be found profitable to

