

COPY.

LISBON.

(18-8-35)

16th August, 1935.

"FAYAL" (Contd.)

I shall be glad to learn as soon as possible what steps the Owners propose to take in the matter.

LISBON.

2507. "FAYAL". As recommended. The Committee note with some surprise that oil fuel appears to have been carried in the fore peak of this vessel, and that leakage has occurred on the starboard side of the collision bulkhead above the fore peak tank, in which oil fuel has also been carried. As you are aware, no provision was made in this vessel for the carrying of oil fuel, and I have to request that you will be good enough to specially draw the Owners' attention to the fact that, if these compartments are to be used for this purpose, the Rule requirements must be complied with. It should further be pointed out to the Owners that the carriage of oil fuel in the fore peak is likely to cause leakage or damage to the structure, and the practice should at once be discontinued until the arrangements at this part are made in conformity with the Rule requirements.

P.T.O.



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UG 1935

(16-8-35)

No. 2507

VESSEL'S NAME LISBON. Steel H.B. "FAYAL"

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

"FAYAL" (Contd.)

I shall be glad to learn as soon as possible what steps the Owners propose to take in the matter.

The Lisbon Surveyor reports the ship examined afloat and on account of heavy weather, leakage of oil fuel found on starboard side of collision bulkhead above the fore peak tank.

In the case of this vessel no provision was made for the carrying of oil fuel but it appears that the Owners have been carrying oil fuel in this tank and in the fore peak space above the tank.

The Surveyor states that the vessel was sailed with lower peak tank full, the oil therein being sufficient for 9 days, but the space above is empty. No leakage was noted in the bulkhead.

It is submitted the Surveyor's attention be drawn to the requirements of the Rules and requested to point out to the Owner that the carriage of oil fuel in the fore peak is likely to cause leakage damage to the structure and that this practice should be discontinued until the arrangements at this part are made in conformity with the Rule requirements.

It is further submitted the vessel appears worthy to receive oil cargo without record of carrying.



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