

TELEGRAPHIC ADDRESS
ENYAP-LISBON

GEORGE PAYNE
P & ENGINEER SURVEYOR

Lloyd's Register of British and Foreign Shipping

7, T. do Caes do Tojo, 1.º

REFERENCE

LLOYD'S REGISTER
LONDON.

REC'D 13 MAR 1905
ANS'D

Lisbon, 8th March 1905

Sir,
I am in receipt of your letter of the 1st instant, and regret that some clerical errors, respecting some dimensions of the vessel, named above, should have escaped me, when forwarding my report, and now beg that you will be so good, as to cause the following corrections to be inserted:-

"Moulded depth, 9 ft 11 inches.

"Depth from top of floors to top of upper deck beams, 9 ft 4 1/2 inches.

"Thickness of Main deck beams, 6/20.

With reference to the Equipment, I have to inform you that the 3" Warp, 90 fathoms in length, was supplied and put on board, but in regard to the remainder of the Equipment, however, I beg to state that the weight of the stud link chain cables, supplied, is 45. 1. 16, as per my report, and that the minimum weight required by Table 22, is 45. 3. 3, thus making a difference of 43 lbs and not 53 lbs, as remarked in your letter. I noticed this difference

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2

TELEPHONE 662

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difference, at the time the Equipment arrived from the U. K. as also the slight difference in weight of the Stream Chain & Anchor, as remarked in my report, but the Builders, who supplied these articles, showed me their letter, ordering the Equipment, and this was so very clear & minute, in respect to quality, size, weight and test, as extracted from the notes, for Anchors & Chain cables, made at that Office, on the first approved plan of the scantlings & everything having come out, accompanied with the Certificates of Test, &c. I did not deem it necessary to cause all the Equipment to be returned to England, seeing that the port Authorities considered same good and efficient, and have therefore, to request that you will kindly place this matter before the Committee, requesting that some relaxation be allowed in this case.

With reference to the vessel's class, I beg to say that, at the head of the first page of my report, I duly inserted 100A1, Carrying petroleum in bulk.

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In all other respects. I beg to confirm my report, and trust that the foregoing explanation will now be accepted by the Committee, and that nothing will be in the way of the vessel's classification.

I am, Sir

Your obedient servant.

G. Payne.

Andrew Scott Esq^r
Secretary
London



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