

COPY OF AIR LETTER.

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, E.C.3

BY AIR MAIL

Enclosures.

10th October, 1951.

n.(s)
A J
Dear Sir,

I enclose a copy of a communication recently received from Mr. T.C. Rolland respecting the Motorship "TANGARA", together with a copy of my reply thereto.

A letter from the Owners subsequently reached this office formally requesting that instructions should be sent with a view to the necessary Reclassification Survey being carried out at Rio de Janeiro, where the ship is stated to be dry docking almost immediately.

The vessel was built at Port Glasgow in 1902 and classed @100A1. In 1935 the class was expunged with a Red Line, and later at Vancouver in 1942 she was converted from a Gypsum Barge to an Auxiliary Powered Sailing Ship for the carriage of general cargoes and classed BS with the British Corporation. (During her period of classification with Lloyd's Register she was classed for "Carrying oil in bulk in main tank".)

A Special Survey under British Corporation Rules became due in July 1946 and was not carried out, the British Corporation class being relinquished by the Owners in August, 1948.

To enable the ship to be reclassified the following will require to be done:-

- (1) The requirements of a PERIODICAL SPECIAL SURVEY (D) to be complied with, including the drilling of the shell plating amidships and in the vicinity of the peaks and the upper deck amidships, also in such parts



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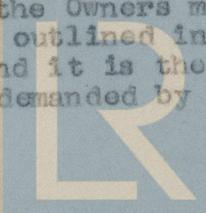
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of the structure where signs of wastage are evident. The particulars of shell and deck thicknesses as ascertained should be forwarded for the Committee as soon as possible.

- (2) The masts, spars and rigging to be specially examined from aloft, the rigging by a qualified rigger and all to be found or placed in good condition.
- (3) Any major repairs which have been effected to the structure since the ship was disclassed to be specially examined in order to ascertain the character of the workmanship and that the materials used are in accordance with the Rules.
- (4) Structural alterations which may have been carried out since the ship's class lapsed and which affect the longitudinal and/or transverse strength of the ship to be reported in detail.
- (5) The full particulars of the equipment on board to be furnished in order that the Figure "1" can be reinstated.
- (6) If it is not intended to use the auxiliary motors during the voyage to the U.K. in tow, the machinery requirements of the survey at Rio de Janeiro will be confined to the examination of the pumping arrangements and the electrical installation if so fitted.

To assist you to comply with item No.4, copies of plans which give details of alterations effected under British Corporation supervision in 1942 are being prepared and will be sent to you tomorrow.

You will appreciate that the underlying purpose of this inspection is that the Owners may consider the economy of the proposal outlined in Mr. Holland's letter of the 18th ultimo and it is therefore concluded that while the examination demanded by Special Survey (D)



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is necessary, no doubt the resultant recommendations will as far as possible receive attention on the vessel's arrival in this country, should the Owners' project mature.

Yours faithfully,

Clerk to the
Classification Committee.

M. Caldwell, Esq.,
RIO DE JANEIRO.



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