

Aux. Twin Sc. 4 mst m.s. "TANGARA"

This ship was built at Port Glasgow 1902-1 and then classed ~~100A1~~.

The Committee required the class to be expunged 31.12.25 with a red line, indicating non-compliance with the Society's Rules. At that time she was also classed for "Carrying Oil in Bulk in main tank" - first noted December 1910.

At Vancouver 5,42 to 7,42 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.

A Special Survey due 7,46 was not held and the B.C. class was requested by Owners to be withdrawn 8,48.

In a letter dated 2.10.51 the present Owners advise that they desire Reclassification.

In reply thereto IT IS SUBMITTED the Owners be informed, through their London Representative, that in order to have the ship's character reinstated in the Register Book as formerly, it will be necessary for -

- (1) Plans showing the main scantlings and requirements to be submitted for approval. These should comprise Midship Section, longitudinal section and decks and such other plans as may be requested. If plans cannot be obtained or prepared by Owners, facilities are to be given for the Society's Surveyors to take the necessary information from the ship.
- (2) 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 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.
- (3) 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.

*Mr. G. B. backs to see in view
of his memo of 20.9.51*



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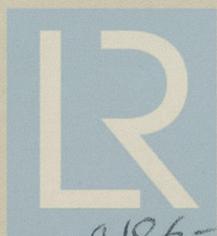
- (4) Any major repairs which have been effected to the structure since the ship was disclassed to be specially examined in order to ascertain the character of the workmanship and that the materials used are in accordance with the Rules.
- (5) Structural alterations which may have been carried out since the ship's class lapsed and which affect the longitudinal and/or transverse strength of the ship to be reported in detail.
- (6) The full particulars of the equipment on board to be furnished in order that the Figure "1" can be reinstated.

[Handwritten signature]
9
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51.

*Advise Rio Surveyors by
Air mail. [Signature] 9/10*

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.

Reilly



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