

Length  
Breadth

continuous deck to top of keel  
Do. Long Bridge to top of keel

If surveyed while built

Lithgow's Ltd Port Glasgow

Vand No. 1011.

"RIO MINHO", ""RIO GUADIANA"", "RIO TEJO", "RIO MONDEGO"  
and "RIO DOURO"

5920.

Each of the above named ships were built in the U.K. in 1945 as Twin Screw Transport Ferries for the class #A- "For Government Service".

The Figure '1' in the class was omitted in each case on account of the equipment being supplied by the Admiralty. No particulars of tests, etc. were provided.

All have since been converted to cargo ships in Rio de Janeiro between 1949-6 and 1954.

The "RIO MINHO" and "RIO DOURO" were each classed #A1 "With Freeboard" "For Service between Trinidad and the River Plate" and the "RIO TEJO" and "RIO MONDEGO" similarly classed, except that the Figure '1' for equipment was omitted in each case.

The "RIO GUADIANA" is also recommended for the same class as the last two named.

In the case of the ~~ships named above~~ "RIO DOURO" <sup>HER</sup> equipment is in accordance with Rule requirements.

The "RIO MINHO's" equipment is in accordance with Rule requirements except that no tests of the anchors and chain cable are given. The anchors, however, are "BALDI" type and the chain cables "NACO" manufacture, and as such were recommended for acceptance and approved for the Figure '1'.

In each of the three remaining cases, while the anchors have been supplied in number and weight, and the chain cable of length and diameter all to Rule requirements (except the "RIO GUADIANA", 30 fathoms short), yet there are no particulars of tests as required by the Rules.

In view, however, of the statement regarding all of these three ships that the equipment is Admiralty supplied, IT IS SUBMITTED for consideration whether the Figure '1' might now be assigned in the cases of the "RIO TEJO", "RIO MONDEGO" and "RIO GUADIANA".



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0107-011078-0184

2"

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Cont/...

middle line.....)

breadth and thickness at)

Forecastle Deck, Angle, L of P.....