

s.s. "GUARARA" No.11315 in R.B. 483 Gross Tons. Built 1919.  
Owned by Empresa Internacional de Transportes Ltda.

#100A1 2,45.      #LMC 2,44.  
S.S. Rio 2nd      TS CL 9,44.  
No.3-2,45.

s.s. "GUARAHU" No.11310 in R.B. 484 Gross Tons. Built 1919.  
Owned by Empresa Internacional de Transportes Ltda.

#100A1 1,46.      #LMC 1,46.  
S.S. Rio 2nd      CL 1,46.  
No.3-1,46.      BS 2,43.

s.s. "GUARAPUAVA" No.11314 in R.B. 590 Gross Tons. Built 1920.  
Owned by Empresa Internacional de Transportes Ltda.

#100A1 6,47.      LMC 2,45.  
BS 6,47.

The Rio Surveyor under date of 11th instant forwards translated copy of letter received from the Owners stating that they have decided to withdraw these ships from classification, and he states:-

"The decision to withdraw from class has been taken in consequence of the extremely extensive repairs necessary to the decks and shell plating in the "GUARAPUAVA", which was generally examined recently for postponement of Special Survey, as per Rio Rpt.No.4551, and, to a greater extent, the extensive deck, shell, bulkhead and main frame repairs necessary on the "GUARARA" which has been under survey for a considerable period, in Santos and now in Rio de Janeiro, for Special Survey and the installation of new diesel machinery. In this latter connection I may state that considerable difficulty has been experienced in obtaining information regarding the new machinery parts and air receivers, auxiliary diesel, compressors, dynamos and motors have been fitted seemingly without tests and definitely without certificates covering the manufacture or other particulars of these parts. The wiring of the electrical fittings and appliances is now in progress and does not conform in any way to the Society's requirements. In August last copious translations were made from the Steel Rules covering the altered parts of the hull and machinery and detailing plans to be submitted for approval, but to date the only plan submitted is for the new engine seating.

I understand that the Bureau Veritas Surveyor, a Brazilian Non-Exclusive Surveyor, has stated to the Owners that he is prepared to recommend the vessels for classification in that Society, as they are, without further repairs.

I regret having to forward this information, but at the same time I would emphasise that the vessels, as at present, are not an asset to the Society's prestige."

The above facts are submitted for the consideration of the Committee.

It may be added that a fourth vessel owned by this Company the "GUARAREMA" has it is understood been sunk off Santos due to collision and the Surveyor understands she has been or is being declared a constructive total loss.

18. 7. 46.

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