

Disclass Bay 58. Toh.

Steel Motor Coasting Patrol vessels C.7 to C.12, building by the Sociedad Espanola de Construcccion Naval for the Cia. Arrendataria de Tabacos, Spain, with a view to Class A1 "For Harbour Purposes".

Dimensions: 61.9 x 11.33 x 4.66

These vessels are intended to be utilised for patrol service on the Spanish Coast with a view to the prevention of smuggling, and in view of their special service the equipment was approved as follows:-

	<u>cwts.</u>	<u>qrs.</u>	<u>lbs.</u>		<u>cwts.</u>	<u>qrs.</u>	<u>lbs.</u>
1st bower anchor	0	- 3	- 14	ex stock.(=	1	- 0	- 10 stockless)
2nd bower anchor	0	- 2	- 14	ex stock.(=	0	- 3	- 3 " )

45 fms. of 7/16" stud link chain cable.

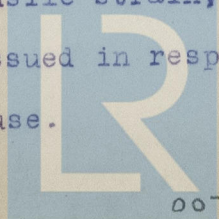
The statutory test for the chain cable as required by the Act is 3-4/10 tons, with a breaking strain of 5-1/10 tons. The weight is required to be 5 cwt. 1 qr. 0 lbs.

The Bilbao Surveyors have now forwarded First Entry Reports on these vessels, from which they appear to have been built in accordance with the Rules and the approved plans, but it appears that the equipment as approved has not been supplied.

The weights of the anchors and chains actually supplied to each of the six vessels vary within very slight limits, but the case of the first ship, namely C.7, may be taken as a typical one. The equipment supplied to this vessel is as follows:-

	<u>cwts.</u>	<u>qrs.</u>	<u>lbs.</u>		<u>cwts.</u>	<u>qrs.</u>	<u>lbs.</u>
1st bower anchor	0	- 3	- 14	stockless			
2nd bower anchor	0	- 2	- 16	stockless			
51 fms. of 7/16" stud link chain cable weighing					4	- 3	- 8

The chain cable supplied appears to have been tested only to the statutory tensile strain, and non-statutory certificates have been issued in respect thereof from the Cradley Heath Proving House.



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The Bilbao Surveyors were accordingly asked to state why anchors of these weights had been supplied, and in reply they state that there is only a slight difference in weight from those approved, some being slightly above and others slightly below the approved weight.

It is submitted the Surveyors be informed that they are wrong in this conclusion, and they have evidently omitted to take into account the weight of the stock when accepting (as equivalent) anchors of the stockless pattern.

With regard to the cable, their attention should be drawn to the endorsement on the non-statutory certificate which distinctly points out that the certificate issued is not for ships' cables, and in these circumstances it is not understood how they have allowed these chains to be placed on board, as they do not comply with the Society's Rules, which require a breaking test to be carried out on all cables.

The statutory test carried out on the chains supplied, namely 3-4/10 tons, is practically the same as would be required for the breaking strain of a 6/16" chain, which means that so far as the Society's Rules are concerned these 7/16" chains have been tested practically to the figure corresponding to 6/16" chain.

In view, however, of the special service and of the small size of the vessels, it is considered the anchors and cables as supplied could be recommended to the Committee for acceptance for the Figure 1, provided the Owners are agreeable thereto.

*[Handwritten signature]*

8.9.23.



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