

Motor Coasting Vessels Yard Nos. 40 and 41 proposed to be built by Union Navale Levante, Valencia, for Dn. Vicente Ensenat.

Dimensions:- 135' x 26.25' x 11.17'

Scantling Nos:- 1506 and 5060

Proportions:- L/D = 12.05

Sketches of midship section, profile and decks submitted by the Bilbao Surveyors.

The Surveyors state that these vessels were originally intended to be classed by the Bureau Veritas. Some of the material has been ordered and tested to B.V. requirements, and copies of the test reports handed to the Surveyors shew that the results are satisfactory.

The vessels are fitted with a poop covering the machinery space at a forecastle (fitted-see later plans 28.1.42) is not provided as required by the Rules.

The plans shew that the intended classification mark with the Bureau Veritas was P. This indicates the Small Coasting Trade which is described as "vessels of relatively small tonnage trading between ports at no great distance from each other".

The scantlings have been compared with the requirements of the Rules for the 100A class, without restriction, and it is found that the bottom shell plating is .02" deficient in thickness and no additional sheer is provided forward to compensate for the absence of a forecastle. Further, no additional intercostal girders are proposed to be fitted on the bottom forward of $\frac{1}{2}$ length. In these circumstances it is considered the vessel should be restricted to coasting service, as was done by the Bureau Veritas, but that the extra strengthening of the bottom forward should still be required.

It is submitted that provided

COMPLIANCE

the vessels will be eligible to be classed 100A1 "For Coasting Service" with limits to be defined, and the Surveyors should give particulars of these.

The Surveyors should be informed, as requested, by wire as follows:-

UNION NAVALE LEVANTE 40 and 41 SCANTLINGS APPROVED FOR 100A1 LIMITED COASTING SERVICE PROVIDED INTERMEDIATE FRAMES FITTED IN POOP AND ADDITIONAL INTERCOSTAL KEELSONS FITTED BOTTOM FORWARD

- 2 -

The requirements of the Bureau Veritas regarding the testing of ship steel are the same as those of this Society. The material already delivered could, therefore, be accepted provided the buyers satisfy themselves it has been made by the Open Hearth process.

Loading on the ground note.

21st October, 1941.



Lloyd's Register
Foundation

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