

Steel Twin Screw Five Masted Barque "FRANCE"

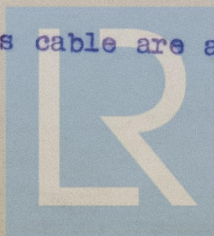
This vessel has been built at the Chantiers & Ateliers de la Gironde, of Bordeaux, with a view to class with this Society and the Bureau Veritas.

At the request of the Owners and Builders the Committee agreed to accept the tests of the steel material for this Vessel made at Creusot by the Bureau Veritas Surveyor to the Society's requirements, equally as if they had been made by this Society's own Surveyors, but upon the condition that in the event of another vessel to follow this one being built in France for the same Owners, the steel for such vessel should be tested by the Society's Surveyors, and that these tests should be similarly recognised by the Bureau Veritas. No question was however raised respecting the testing of the chain cables.

The First Entry report has now been received from the Bordeaux Surveyor from which it appears that the anchors have been tested at the Sunderland and Tipton Proving Houses, made in France and that the chain cables have been tested by the Bureau Veritas Surveyor and not by one of the Society's Surveyors. Full particulars of the chain cables are not given in the First Report, but the Glasgow Surveyors have called on board the vessel, which is loading at their port, and copied these particulars from the test certificate issued by the Bureau Veritas Surveyor.

From their report it appears that the cable was made at the Works of Messrs. E. Turbot, Anzin, (Nord) and tested at the testing machine at these Works which is recognised by the Committee.

The particulars of this cable are as follows:—



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W111-0474 (1/2)

	Ship	Per Lloyd's Rules.
Length	269½ fathoms	270 fathoms
Diameter	2 - 13/64"	2 - 3/16"
Weight	745c. 14q. 0 lbs.	645c. 3q. 0 lbs
Proof Strain	86¾ tons	86½ tons
Breaking Strain	121 - 5/10 tons	120 - 5/10 tons

From this it will be seen that the chain cable is 2 - 13/64" in diameter which is 1/64" of an inch larger in diameter than required, and has been tested in accordance with the requirements of the Bureau Veritas Rules for a chain cable of this size. It is, however, half a fathom less in length than required by the Rules, but 15½ per cent heavier.

It is submitted for the favourable consideration of the Committee that in the above circumstances the chain cables may be accepted for the figure 1 for equipment.

C.B.

E.B.B.
4.12.13.



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W11-0174 (2/3)