

M.V. "CARIA" ex "FULLAGAR".

Dimensions - 150 x 23.9 x 11.6

This vessel, which was built by Messrs. Cammell, Laird & Co. in 1920, was the first vessel to be constructed under the supervision of the Society in which the seams, butts and other connections were effected entirely by electric welding, instead of riveting in the usual manner.

The vessel was classed in the Society's Register Book 100A1 "Electrically welded", "Subject to Annual Survey", "Experimental".


The vessel was reported by the Liverpool Surveyors in July last to have sustained damage through grounding, the bottom being set up fore and aft from frame 34 to frame 62, and athwartships from bilge to bilge, the greatest depth of the set up being on the starboard side in way of frame 46, namely 11½ inches.

They also reported the floors and keelsons somewhat buckled, as also the bulkhead, deck plating and beams.

The welding of the shell plating generally as far as seen had not been damaged or started, except in three local places, and which were reported to be of an extremely minor nature, and with the exception of the foregoing no signs of started welding had been found.

A report has now been received from the Dundee Surveyor, of a survey, ^{held} in which he was joined by Dr. Montgomerie and Mr. Shaw of the Glasgow Office), and of the repairs which had been effected on account of the above mentioned damage, and also for Special Survey No.1, which became due in July last.

The Surveyors point out that if the plating and framing had been riveted in the usual manner the unfair shell plating would have been removed and faired, and the floors etc. faired in place, but in view of the material being electrically welded no plating was removed and the bottom as a whole was faired by means of shores and hydraulic jacks from the deck beams.

In view of this the Surveyors state that the bottom plating,  © 2018 Lloyd's Register Foundation

though efficient, is not so fair as it would have been had the damaged plating been removed and faired in the usual manner, but they recommended that further fairing be effected at the Owners' convenience.

A number of bulb angle frames have also been faired at the turn of the bilge, as also a number of web frames. A new centre keelson consisting of a foundation plate and double bulb angles has now been fitted from the forward end of the double bottom tank to the collision bulkhead, and frame bars have been fitted to eight floors on the starboard side where the electric welding was found started.

The welding throughout has been examined and, except where mentioned in the report, found to be adhering satisfactorily in way of the shell, decks, frames and bulkheads.

Damage repairs have also been effected to the forecastle side plating, and to three shell plates and five frame bars in way of No.2 hatchway, the cause of which damage is not known.

The Special Survey No.1 has also been partly held, and minor repairs have been effected due to wear and tear.

The items required to complete the Special Survey No.1 are mentioned in the report, and the Leith Surveyors, to which port the vessel has proceeded, have been advised of what remains to be done. *Report now before Committee*

It is submitted that action, in the meantime, might be deferred pending the receipt of a report of ^{the} survey now being held by the Leith Surveyors.

[Signature] 1.1.25 *[Signature]*



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