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M.V. "SHEAN", ex "FULLAGAR", 420 tons gross, built by Messrs. Cammell, Laird & Co. Ltd. in 1920-2^{mo}.

In this vessel all the riveted connections were dispensed with, and the various attachments throughout were made by electric welding.

The vessel was classed #100A1 "Electrically Welded", "Subject to Annual Survey", "Experimental".

In 1928 a letter was received from the Vancouver Surveyor stating that the Owner desired the notation "Experimental" to be deleted. The Surveyor further stated that the condition of the ship was in every way satisfactory, and he recommended that the notation in question should be retained until the Special Survey No.3 had been held, but that, as an annual examination no longer appeared to be necessary, the periods between Surveys might be extended to two years. *This latter suggestion was approved.*

Subsequently, the Quasi-Arc Welding Company, the patentees of the process of welding adopted in this vessel, wrote to the present Owners and suggested that they press for the withdrawal of the word "Experimental" from the notation of class. The Owners complied with this suggestion, and have approached the Vancouver Surveyor, Mr. Scott, who has advised them to defer their application until 1933 (after the Special Survey No.3 has been held), and he asks the Owners to bear in mind that "the Committee of Lloyd's Register (by withdrawing the word 'Experimental') would be practically recognising electric welding as a regular method of ship construction."

The application received from these Owners raises the question as to the meaning to be attached to the word "Experimental" as applied to this vessel's class in the Society's Register Book.



In the view of the Owners and of the Quasi-Arc Company, this notation is intended only to apply to the particular vessel, and they hold that if this vessel trades for a sufficiently long period of time without shewing signs of structural weakness, they are entitled to ask for the withdrawal of the qualification, as the method of construction has been justified in that instance.

It is submitted that this is not a correct view of the matter. The General Regulations of the Society, Page 10, Clause 6, provide for novel forms of construction, and they state that where the proposed construction of a vessel..... involves the use of unusual material, and where experience has not sufficiently justified the principle or mode of application involved, the notation "Experimental" will be inserted in the Register Book, where the Committee consider such a course is desirable.

It seems to be clear from this Clause that the object of the Committee in taking the necessary action in these cases is to acquire sufficient experience, in the circumstances set forth, so that a justification for the principle or mode of application involved may be obtained. When such experience has been obtained, the proposed principle or arrangement can be approved as equivalent to the requirements of the Rules, and the class 100A without qualification be assigned.

To withdraw the word "Experimental", therefore, would imply that the Committee are satisfied in regard to the soundness of the principle involved, and that, on the basis of the experience with one ship only.

It is submitted for consideration whether it would be wise to accede to the Owner's request.

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