

This vessel, built in 1920 by Messrs. Cammell Laird & Co., Ltd., was the first vessel in which all the connections were made by electric welding.

The class originally assigned was 100A1 "Electrically Welded", "Subject to Annual Survey", "Experimental".

At the request of the Owners the notation "Subject to Annual Survey" was amended to "Subject to Biennial Survey" upon the receipt of a satisfactory report on the condition of the vessel which was received from the Society's Surveyor at Vancouver, in 1928.

Later, in February, 1934, the word "Experimental" was deleted from the vessel's class on account of the length of time she had been in service and the satisfactory reports which had been received.

The First Special Survey No.3 became due in July, 1932, and the vessel has been laid up at Vancouver since September, 1932.

The usual undertaking was obtained in regard to the overdue Special Survey No.3 on the expiration of the year of grace.

A report has now come to hand from the Vancouver Surveyor, from which it appears that the vessel has been submitted to the requirements of the overdue Special Survey No.3.

In forwarding his report, the Surveyor states the vessel has been sold to Mexico and will trade between Ensenada and Los Angeles.

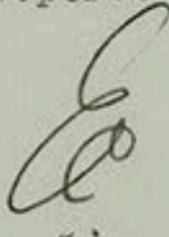
A special examination has been made of all electric welding throughout the vessel which has been found to be in good condition, with no signs of deterioration in welding or in plating.

An interim certificate has been issued by the Surveyor, recommending the notation of Special Survey No.3, subject to Biennial Survey, as before, but the Surveyor adds that in his opinion there does not appear to be any real reason for this unless it is the standard practice with electrically welded ships.

In this connexion it is to be observed that the Committee in 1932, adopted Rules for the application of Electric Arc Welding to ship construction, and although the electrodes which were used in

the construction of this vessel have not fully complied with all the requirements of these Rules, the Chief Ship Surveyor submits that the length of time during which the vessel has been in service and the satisfactory reports, including the present report, which have been received, constitute a reason that the notation "Subject to Biennial Survey" could now be deleted.

The case was before the Classing Committee on the 18th instant, when they agreed to the Chief Ship Surveyor's submission, but it was considered that the case was of sufficient interest to be reported to the General Committee for their information.



24th October, 1935.



© 2018

Lloyd's Register
Foundation