

Lloyd's Register of Shipping,

201, Tower Building,

Liverpool, 31st October 1921.

Reference

Dear Sir,

I beg to state that in accordance with the London letter dated the 17th October 1921 I have now made a special examination of the welded steamer "FULLAGAR".

The hull appears to have undergone little or no deterioration. The paint work inside is in its original state and there is no noticeable corrosion. There is local corrosion here and there in some of the hollows of the deck plating, but the welding material has rusted no more than other parts.

There is no sign of straining in any of the welded joints. In November last the tack welding connecting the toe of the gunwale bar to the shell gave out for a few frame spaces forward of the Bridge on one side only. No cause could be assigned for this except that this particular welding is of the difficult overhead type. It was repaired by continuously rewelding the bar on both sides (see Liverpool report No.81523).

I enclose a summary of the work done by the vessel since her first voyage in July 1920 from which it will be seen that she has been in commission for only 4½ months, during which period she



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made 27 runs, chiefly between Liverpool and Cardiff. In six of these she carried no cargo; in nine she had a full cargo of steel plates; in one a full cargo of coal; in two a full general cargo; and in the remainder part cargoes. In some of these voyages she is reported to have met very heavy weather but suffered no damage.

She has been laid up since last December during which period the experimental Cammellaird Fullagar Motor has been replaced by a smaller Beardmore Motor.

The work done by the vessel in the 4½ months of active service is representative of what a coasting vessel of this type might ordinarily be expected to do. The absence, however, of signs of wear and tear indicate that she has escaped the rough treatment to which such vessels are often subjected.

In my opinion, it is not possible after so short a period of service as 4½ months, to decide how, compared with a riveted vessel, she will stand the wear and tear and neglect incidental to long continued active service.

The effect of corrosion, when it sets in, may be expected to be more serious in her case, because while in riveted joints the rivet shanks are not exposed to atmospheric effects, the welding fillets are entirely exposed; and it is upon their endurance that the life of the structure will ultimately depend.

I am, Dear Sir,
Yours faithfully.

A. Campbell

The Secretary.

LIVERPOOL.



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