

intended to carry oil fuel, was first adopted
the welded ship "FULLAGAR", built in July 1920.

s.s. "VENICE MARU".

3b

The Classing Committee had before them on Friday, 9th instant, the First Entry report on the new steamer "VENICE MARU", built at Kobe by the Kawasaki Dockyard Company for themselves. It appeared from the report that as compensation for the tank top seams in the deep oil fuel tank being single riveted, instead of double riveted as required, the edges of the seams have been built up by electric welding and the inner bottom at this part re-tested.

The Chief Ship Surveyor stated in the endorsement that this arrangement has been accepted in a previous case.

The question was raised in the Classing Committee whether any further special examination was required in these cases, with a view to ensuring that the electric welding continued efficient, and it was decided to report the facts to the General Committee. The following remarks are submitted on the case by the Chief Ship Surveyor:-

TAMQ

29th September, 1921.

General Committee

Thursday, 29th September, 1921

Reported

Poyd's Register
Foundation

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welding. It is stated that the Builders place great reliance