

Total  
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous  
D 19.5  
Owners  
SALTISCH  
PART 9

Use of Electric Welding in the Construction of Rudders instead of the Ordinary Riveted Connections.

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This question first arose in the case of Messrs. Deutsche Werft's No. 119, where the Builders proposed to fit an electrically welded rudder. The proposal was considered and approved subject to a suitable notation regarding electric welding being made in the Register Book.

A further communication was received from these Builders on the 14th September last, requesting that this notation be dispensed with. The matter was again considered, and a submission made to the effect that, if no notation were put in the Register Book, there would ~~be~~ nothing to indicate that the rudder had not been constructed in the ordinary manner, and that Owners and others interested in the vessel might be misled thereby. This submission was approved, and the Builders were informed accordingly.

The matter was again raised by the Hamburg Surveyors, who were also informed that, if electric welding were used instead of riveting in the construction of so vital a part of the ship's structure as the rudder, the fact should be made clear to all concerned by means of a notation in the Register Book.

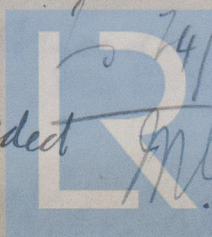
Since the Deutsche Werft case was dealt with, similar proposals have been made by the Eriksbergs Company and by Messrs. Palmers Shipbuilding & Iron Company. In each of these cases the Builders were informed that a notation would be made in the Register Book to indicate that the rudder had been electrically welded.

*fw*  
23.5.29

*SM*  
TUE. 28 MAY 1929

Record notation

"Rudder Electrically welded"



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Lloyd's Register  
Foundation

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