

ALL-WELDED SEA-GOING SHIPS.

"Cedros" ex "Shean" ex "Fullagar".

Dimensions:- 150' x 23.75' x 11.5'

Built by Cammell Laird & Co. in 1920.

Ordinary cargo carrying vessel with machinery aft.

Classed:- 100A1 with notations "Experimental" "Subject to Annual Survey".

Quasi-Arc "Mild Steel" electrodes used throughout.

In 1924 she grounded on a sandbank in the Mersey, and the damage sustained was so severe that the Underwriters agreed to a total loss.

In 1930 she charged a rock at full speed and inflicted severe damage on the bow.

The welding has proved entirely satisfactory, and in

1929 "Annual Survey" was altered to "Biennial Survey".

1934 The notation "Experimental" was withdrawn.

1935 The Biennial Survey was no longer required.

This vessel has been a complete technical success.

"Moir".

Dimensions:- 245' x 42' x 18'

Class:- 100A1 "Carrying Petroleum in Bulk".

Built by Swan, Hunter & Wigham Richardson, Ltd., in 1935.

Quasi-Arc "Uranium" electrodes used for shell and deck and important connections.

Quasi-Arc "Mild Steel" electrodes used elsewhere.

In March 1936 Mr. Christensen, representing the Owners, called at this Office and stated that the vessel had then completed four trips across the Atlantic, the last two voyages being made in exceptionally heavy weather, during which she had sustained damage to the deckhouses. A careful examination made at Rotterdam, in company with the Society's Surveyors, of the structure, and particularly of the welding, showed that the vessel was entirely satisfactory.

No Reports since then.

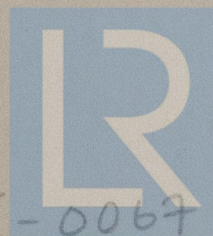
W475-0067

© 2019

Lloyd's Register
Foundation

A number of small craft for limited service have also been of all-welded construction, such as the Yacht "WISHBONE".

Welding is also being very extensively adopted for the internal structure, deckhouses, &c. of all types of cargo and passenger vessels and tankers.



© 2019

Lloyd's Register
Foundation

W475-0069