COPY

Lloyd's Register of Shipping,

~~71, Fenchurch Street, E.C.3~~

95, Bothwell Street,
GLASGOW, C.2.

9th October, 1947.

Dear Mr. Shepheard,

L.C.T. "ADULIS"

Referring to previous correspondence regarding the above vessel, I visited Grangemouth yesterday to examine the sister vessel now being altered, and I met Mr. Kennedy, representing Sir J. Biles & Co., who told me he had heard that the vessel had passed Algiers and had made an average speed of 10½ knots!! This is very re-assuring information, and our original doubts seem to require some further investigation.

On examing the sister vessel No. 796, I found that the tapering off of the strength of the four deck girders was unsatisfactory and I have arranged to have this rectified.

At the after end all four finish on the front of the erection with only a small angle stiffener with a vertical bracket at the top, on the inside.

It has been agreed that the accommodation in way will be re-arranged so that the web frames can be fitted to back up the girders and that if possible these should be carried down to the bottom of the ship. At the forward end the two inboard girders stop short of the forecastle and their strength if tapered off, which seems to be satisfactory, but the two outboard ones simply stop on a thin bulkhead plate with no backing at all inside. It has been agreed to fit web plates here also and to carry these down to the bottom of the ship.

I think this sudden discontinuity of strength might be the explanation of the excessive working of the vessel and I suggest that if you are arranging for the "ADULIS" to be examined on arrival at her destination, these parts should be specially examined.

Yours sincerely,

(signed) Geo. Webster.

R.B. Shepheard, Esq., B.Sc.,
LONDON.

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