

mn

y Chief Ship Surveyor

Received from Chief Ship Surveyor

U.S. NAME m.v. "ADULIS" REPORT GLS. No. 72214  
 (ex L.C.T. No. 835)

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

This landing craft was built to the requirements of the Admiralty.

Classification with this Society is now desired.

The original structural plans for this vessel together with plans for conversion to a cargo vessel have been examined in this Office and provided the requirements requested by endorsement dated 1.4.47 be complied with, the arrangements and scantlings are suitable for the class A- "With freeboard" "For Services in the Red Sea & North East African Coast".

For full particulars regarding this case see endorsements and correspondence.

The GRANGEMOUTH Surveyors, on a First Entry Report and Rpt. 8, report the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

Modifications for conversion to a cargo vessel now carried out include the lowering of the tank top, the plating over of the upper deck, the fitting of new bulkheads, hatchways etc.

All requirements listed in endorsement 1.4.47 have been effected. /

The shell plating has been drilled with satisfactory results. ✓

On account of damage sustained during the war renewals and/or repairs effected to bottom<sup>out</sup> shell etc. forward.

It was stated that the Owners are not desirous of the figure "1" being assigned. ✓

During sea trials excessive deflection was observed and the deck plating was found to be working at approximately the position of the maximum deflection, i.e. forward of the poop.

The classification of this vessel was deferred by the GLASGOW Committee pending the vessel being examined on arrival in the Red Sea area (see correspondence).

The PORT SAID Surveyor, in a letter dated 18.6.47, states that the vessel was specially examined at SUEZ and had sustained no damage on her voyage out from this country.



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m.v. "ADULIS"

It is submitted the vessel is eligible to be classed  
A- "With freeboard" "For Service in the Red Sea and North East  
African Coast", with record of docking survey 9.47 and notation  
of 'S.S. - 9.47'.

A- "With freeboard" "For Service in the Red Sea and  
North East African Coast".

9.47 Gmh

'S.S. Gmh. - 9.47'

Classed 9.47

1 Dk

Cell DBf 110' 163t FPT 54t.

PK, 5BH

P 48', F 13'

Mchy Aft

O.L. 187.3'

Extreme breadth over belting 38.7'

Equipment letter for fees; "g" in red.

It is submitted the Surveyors be requested to furnish  
the capacity in Tons S.W. of the double bottom between  
frames 4 and 59. and separately for the D.B in the fore peak forward of frame 4.

*see letter 11-10-47*

*4*  
*S. G. S.*  
*21/11*  
*1st. J.C.S.*  
*14-11-47.*



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