

X

"ADULIS" (ex "L.C.T. 835").

The deflections were first noted from the bridge as the vessel was brought head on to wind and tide; movement was observed at the forecastle deck, this was further investigated and it appeared as though the vessel was "working" from a position, approximately in the vicinity of the ramp at the poop front, i.e. from this position forward, the vessel seemed to be deflecting in the manner of a cantilever beam.

The wire which happened to be rigged as a life-line, was stretched from poop front to forecastle front, and in the normal condition, i.e. when the vessel was sailing with the tide and not "working", it was slack, being a full two inches measured at the mast, below a straight line between the points of support. When the vessel began "working", it was observed that from being slack the wire became taut.

No records of still water deflections were taken, but during the fitting out of the vessel, the deck stringer plating, which had a slight initial buckling between the beams, was observed to have a more pronounced waviness on occasions; this buckling was in the vicinity of the midship section.

No compensation was fitted in way of the watertight hatches on the upper deck, other than a fore and after on each side where the beam had been cut. There is no doubling on the deck plating. It should be noted that these hatches were fitted on the ship when she was built.

The vessel was in a "light" condition when on trial, all double bottom tanks were full of water, there was fresh water in the side compartment, starboard side forward, and there was oil fuel in the bunkers, but it is not known what quantities were in these two latter compartments.

Regarding the Master's statement, I think it should be accepted with caution, as he is only employed to take the vessel out to the Red Sea area and is doing so as an easy means of getting a passage out there, where it is understood he intends to stay, and not unnaturally he is very anxious to avoid any delay in getting under way.

Since the trial trip of this vessel, further points have been noted on the sister vessel, L.C.T. No. 796. There are indications that the rivets through the shell and stringer angle at the upper deck and through the upper deck plating, port and starboard, in the vicinity of the ramp, have been working rather severely when the vessel was on Admiralty service. Doublings have been fitted at some time in the past where the ramp connects with the upper deck plating and also over the knuckle of the ramp where it runs on to the poop deck; further a fracture at the junction of the ramp and poop deck, starboard side inboard, previously welded, has opened up again.

James *James*
3rd October, 1947.



011161-011170-0150

© 2021

Lloyd's Register
Foundation