

COPY

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30th September, 1947

My dear Doctor,

I have your letter of the 26th instant, regarding the converted L.C.T. "ADULIS" and the accompanying statement. In order to assist in our investigations in this case, will you please state what means were taken to keep the wire tight when deflections were being read during the trials, and also the nature of the deflection which I assume was over a range of hogging to sagging. Indications of the loading and still water deflection on the hull ~~will~~ ^{would} also assist.

It is noted that on the plan of General Arrangement now forwarded, watertight hatches have been shown on the upper deck at frames 34 on the port side and 49 on the port and starboard sides. Would you please advise us whether any local compensation is fitted in way of these hatches.

As a result of your 'phone call on Friday, I got in touch with Morrison of Falmouth, who paid an unofficial visit to the ship in Falmouth that night. He advises me that the Captain had made a satisfactory passage from Grangemouth, the weather on the first two days being "moderate swell". He expressed himself as quite satisfied with the behaviour of his ship.

We wish to look into the case as soon as possible, and have strongly in mind the advisability of a survey after her arrival in the Red Sea area to ascertain her condition before taking up service on the limits and with the class for which she has been converted.

With kind regards,

Yours sincerely,

G. Webster, Esq., O.B.E., D.Sc.,
GLASGOW.



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