

"ADULIS" (ex "L.C.T. No. 835").

The above vessel has recently been under Survey at Grangemouth for Damage, Alterations, Classification and Assignment of Load Line.

Damage repairs have been effected to the bottom shell forward, the side shell locally and the floors and framing in way thereof.

Alterations have been effected to the vessel to suit the requirements of the new Owners. Structurally these alterations are in accordance with the plans submitted for approval by the Repairers (see list of plans appended). A plan of the vessel as altered is enclosed.

A classification survey has been held with a view to the vessel being classed "A- with freeboard corresponding to a summer moulded draft of 5'-0" "For Service in the Red Sea and Coasting Service within limits to be defined", (See London letter addressed to Sir J.H. Biles and Co., dated 1st April 1947); the survey has been satisfactorily completed, including drydocking and drilling of the shell and decks; no deterioration in the vessel's structure was observed.

The vessel has been surveyed for the issue of a Load Line Certificate and Load Lines have been assigned which are only applicable whilst the vessel is operating in the Red Sea and within certain coasting limits to be defined (see assignment letter dated 2nd September 1947).

For the voyage out to the Red Sea a Load Line Certificate has been issued by the Ministry of Transport giving a freeboard of 3'-6".

The vessel underwent trials in the Firth of Forth on Tuesday, 23rd September 1947; the particulars of the trial are set forth on the attached sheet.

During the trial when the vessel was running against wind and tide, excessive deflection was observed; measured by means of a line extending from the poop front to the forecastle front, the deflection was in excess of two inches in way of the mast. The deck plating was also observed to be working between the beams at approximately the position of maximum deflection.

Having regard to the above observations and also the fact that the vessel will require to make a voyage in the open sea, where it is highly probable she will encounter conditions very much worse than those experienced on the trial trip, it is suggested that the vessel's class and the issue of the Load Line Certificate be withheld, pending a satisfactory report from the Society's Surveyors in the Red Sea area, who should be requested to survey the vessel on arrival there, for evidence of excessive straining.

There are two more vessels of this type which are to be similarly dealt with at Grangemouth, No. 796 and No. 539; in the case of No. 796, which is at present in drydock, it is significant that doublings have been fitted to the shell plating at some time, in the positions indicated on the attached plan of "Profile and Decks, as modified"; these doublings are each 18" x .50" on side shell and 24" x .50" on bottom shell and extend from 1'-0" forward of frame 37 to 1'-0" aft of frame 56. L.C.T. No. 539 has not arrived at Grangemouth yet.

It is understood that the "ADULIS" left Grangemouth on the 23rd instant and is now on its way to Falmouth, from whence it will leave for Jibuti.

The following plans are applicable to this vessel:-

1. Outline Profile and Decks, as modified. Now forwarded.
2. General Steelwork Plan. Copy in London Office.
3. Oil Fuel Bunkers. Copy in London Office.
4. General Arrangement. Now forwarded, to be returned. X
5. Pumping Arrangement. Copy in London Office.

*Jaw*  
26th September, 1947.



© 2021

Lloyd's Register  
Foundation