

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

22 OCT 1947

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 18th October 1947Port of GlasgowNo. 72214Survey held at GrangemouthDate First Survey 15th April 1947Last Survey 23rd September 1947On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw Motorship "ADULIS" [ex "L.C.T. N° 835"]Machinery AftState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Special type (Converted Tank Landing Craft)State Type of Erections Poop and ForecastleTONNAGE under Tonnage Deck ... 269.76CLASS "A - For Special Service" State if with freeboard as condition of Class With freeboardBuilt at Not knownDo. of space or spaces between Tonnage Dk. and Upper Dk. -Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 170.0Launched Not knownYard No. Not knownTotal 269.76Breadth (greatest moulded) 38.0Builders Not knownGross Tonnage 397.31Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 7.5Owners Sabean Utility Corporation, Ltd.Register Tonnage 227.961st Longitudinal Number (L x D) 170.0 x 7.5 = 1275Managers J. C. Campbell, Ltd.

(Where necessary to be entered in Tiep. Book)

REGISTERED DIMENSIONS.

FEET

Length 180.0Breadth 38.1Depth 5.5Framing Depth "d," at middle of length. See Sec. 3 (1d) 6.71Residence Clarendon House, 11/12, Clifford St., New Bond Street, London, W.1.Proportions—Depth to Length—Uppermost continuous deck to top of keel 170Port of Registry Addis AbabaDo. Long Bridge to top of keel -If surveyed while building, afloat, or in dry dock Afloat and in drydockDraught Moulded 5.0

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	24 ✓		Bracket Floors, Frame.....		
" " from 1/2 length amidships to Collision bulkhead.....	24 ✓	2399U	" " Reversed Frame.....		
" " in peaks.....	24 ✓		" " Vertical Stems.....		
SIDE FRAMING.			Centre Girder, depth and thickness amidships.....	24 x 18 ✓	
Frame Amidships, Angle, <u>E or F</u> Plate.....	9 1/2 x 18 ✓	spind	" " top Angles.....	2 1/2 2 1/2 25 Single ✓	
" " Extends up to.....	Upper Deck ✓		" " bottom Angles.....	2 1/2 2 1/2 25 Single ✓	
Reversed Frame Amidships, Angle.....	2	spind	Side Girders, No. each side and thickness.....	One .18 continuous ✓	
" " Extends up to.....	-		Margin Plate depth (excl. of flange) and thickness.....		
Depth of Framing Girder.....	9 1/2 ✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....		
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area.....		
" " Second 'tween Decks, Angle, <u>E or F</u>			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" " Third.....			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....		
" " from 1/2 len. for'd. to 15% len. from Stem.....	9 1/2 x 18 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness.....		
" " in Peaks, Angle <u>E or F</u> Fore Peak Stern Space.....	5 3 32 ✓		INNER BOTTOM PLATING. [EXTENDS FROM LONGI. BHD. TO LONGI. BHD.]		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	5/8 Riv. spaced 5" apart. Rule 4 1/2" ✓		Breadth and thickness of Middle Line Strake.....	5 1/2 x 25 ✓	
State if Frame Joggled.....	No. ✓		Thickness of remainder in Holds.....	.25 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	Additional deck fitted ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	Scantlings of E.R. floors, etc., are adequate ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	No additional stiffening fitted ✓		BEAMS.		
SINGLE BOTTOM. [IN WINGS, FROM LONGI. BHD. TO SHELL.]			Uppermost Continuous Deck, amidships in Well, Angle, <u>E or F</u> Plate.....	9 1/2 x 18 [In way of King Components] ✓	
Floors, Depth and thickness at mid line in Hold.....	9 1/2 x 18 ✓		" " in way of Bridge, Angle, <u>E or F</u>	[As approved between Longi. Bhd.]	
Height of Brackets at side above base line at toe of frame.....	No brackets ✓		Spacing.....	Every frame ✓	
Middle Line Keelson, on Floors, Angle, <u>E or F</u>			Second Deck, amidships, Angle, <u>E or F</u>		
" " Through Plate or Intercoastal Plate.....			Spacing.....		
" " Foundation Plate on Floors.....			Third Deck, amidships, Angle, <u>E or F</u>		
" " Flat Plate Keel Angles.....			Spacing.....		
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, <u>E or F</u>		
" " thickness of Intercoastal Plate.....			Spacing.....		
" " Angles.....			Poop Deck, Angle, <u>E or F</u>	5 3 30 ✓	
DOUBLE BOTTOM. [EXTENDS FROM LONGI. BHD. TO LONGI. BHD.]			Spacing.....	Every frame ✓	
Solid Floors, thickness and spacing.....	.18 on every frame ✓		Bridge Deck, Angle, <u>E or F</u>		
" " Are Frame and Reversed Frame joggled?.....	No. ✓		Spacing.....		
Bracket Floors, breadth and thickness at middle line.....			Forecastle Deck, Angle, <u>E or F</u>	5 3 32 At Centre ✓	
" " breadth and thickness at margin plate.....			Spacing.....	Every frame ✓	

The Owners are not desirous of having the figure "1" relating to the equipment assigned. The foregoing details are appended for information only.

EQUIPMENT NO.														MAKERS		Where and when tested, and Superintended	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested, and Superintended	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
62365	1st Bower	12	3	7	Smoked	14	12	3	7					Quick-Grip Type	Not stated	Cordley Heath: 7.6.46: J.V. Norman	
62642	2nd "	12	3	3	Smoked	14	10	2	14					Quick-Grip Type	Not stated	" : 26.7.46: J. Hubbs	
	3rd "																
	Collective weight																
62875	Stream	10	0	7	1	3	21	12	2	0	21			Demmally Type	Not stated	Cordiff: 6.1.47: S. Bolton	
62875		10	1	21	1	3	21	12	2	0	21			Demmally Type		HAWSERS AND WARPS.	

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
			Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Clr.		Length.	Clr.
	Fathoms.	Inch.	Tons.	Tons.	Cwtis.	qrs.	lbs.	Cwtis.					Fathoms.	Inch.		Fathoms.	Inch.
P@60	3 1/2	(S)	SWS	43.9													
												TOWLINE					
												HAWSEES & WARPS					
												"					
												"					
												"					
												"					

Steering Gear, Type (Power or hand) Right and left hand horizontal screw gear Alternative Means of Steering Hand tiller on rudder head.

Steering Chains (Size and Test) _____ Windlass Hand operated. (See note above). Boats 2 wooden lifeboats.

Ceiling in Holds, thickness and material. None fitted. Cargo Battens, thickness, material and spacing None fitted.

Cargo Hatchways.—(Upper Deck) _____ Thickness of Hatches 2 1/2" wood.

Size of Hatchways No. 1 (Fwd.) 26'-0" x 9'-6" No. 2 22'-0" x 9'-6" No. 3 _____ No. 4 _____ No. 5 _____ No. 6 _____
(Port and Starboard). 5 ✓ 4 ✓

Number of Shifting Beams
and/or Fore and Afters } _____

Builder's Signature _____

SCANTLINGS.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.	52	25	25	25		Single	5/8	3	3	5/8	2 3/4	Lapped.
Bottom Plating, No. of Strakes	20	25	25	25		Single	5/8	3	3	5/8	3	Lapped.
Bilge Plating, No. of Strakes Chine Angle ..	3 1/2 x 3 1/2	38										
Side Plating, No. of Strakes	25	25	25						2	5/8	3	Lapped.
Upper Deck, Sheer strake in Wells ..												
Upper Deck, Sheer strake in Bridge ..												
Strake below Sheer strake in Wells ..												
Strake below Sheer strake in Bridge ..												
Poop Side Plating ..			25			Single	5/8	3	2	5/8	3	Lapped.
Bridge Side Plating ..												
Forecastle Side Plating ..			25			Single	5/8	3	2	5/8	3	Lapped.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	5 ✓	Castings or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	5 ✓				
„ „ Deck next below					
As per Rule	3				

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		5
Extending to Upper Deck (Sec. 3 c)		5
Doek next below		
As per Rule		3

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second "					
" " Third "					
" " Holds	<i>H. 32 Reinfr. 17</i>	<i>.25'</i>	<i>3' x 2 1/2" 30 OA ✓ 28 1/2"</i>	<i>✓ 25' x 25' plate Reinf. 21' and 25'</i>	
" " (in Hold)	<i>H. 4. 32</i>	<i>.32</i>	<i>4' x 3" 28 OA. 24 ✓</i>	<i>4' tank top 5' 3" along base</i>	
COLLISION					
AFTER PEAK	<i>[Opp end of F. Room] H. 75</i>	<i>.25</i>	<i>2 1/2' x 2 1/2" 25' 24'</i>		

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				<i>Bow door permanently secured to form stem.</i>
STERN FRAME	Propeller Post			
	Rudder			
Speed of Vessel				<i>10 K. ✓</i>
RUDDER—Type				<i>Thin rudders of spade type</i>
" A × D.	<i>[8.16 × .625]</i>			<i>5.1</i>
" Diam. of head				<i>3" ✓</i>
" Mainpiece at top pintle				<i>4" dia.</i>
" heel				<i>4" dia.</i>
" how constructed				<i>Welded plates.</i>
" double or single plate coupling, vertical or horizontal				<i>Single plate, .50" thick Horizontal</i>

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Precise details not known. This vessel was built to the requirements of the British Admiralty and it is understood that the steel used in the construction of the vessel was tested in accordance with Admiralty requirements.
Has the Steel been tested as required by the Rules?

The Survivors are requested not to write on or

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The following plans are applicable to this vessel and will be forwarded on completion of the sister ships now undergoing survey :-

Outline Profile and Deck Plan. As Modified.
General Steelwork Plan.
Oil Fuel Bunkers.
Pumping Arrangements.

This vessel is one of many built as a tank landing craft to the requirements of the British Admiralty during the period of hostilities. It has not been possible to trace the builders, the yard in which it was built or the precise date of build, but it was previously known as "L.C.T. N° 835". It does not appear in the Register Book.

The Owners were desirous of obtaining a draft of 5'-0" and have therefore extended the hatch side girders to form a continuous girder as recommended in London letter "M" dated 1.4.47.

The portable deck plates over the machinery space have been riveted in place. The skylights are as described in the freeboard report submitted in respect of this vessel, (Glasgow Report N° 72054). Auxiliary steering gear has been fitted.

The following letters are applicable to this case :- London letters "M" dated 1.4.47 : "M" dated 17.4.47 and "M" dated 30.5.47.

PARTICULARS OF ELECTRIC WELDING (if employed) Employed on minor details only. ✓

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book. 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. Machinery Aft : Oil Engine : Cargo Bunkers not fitted.

Particulars of Drop Test of Cast Steel Anchors, viz. : Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	7	1	16	: A.E.G. :	6292 (Sunderland)	: 26.7.45
	2nd "	7	1	1	: D.J.M. :	5702 (")	: 13.6.45
	2nd 1st Stream	10	0	7	: S.B. :	6173 (Cardiff)	: 1.1.47
	2nd 2nd Stream	10	1	21	: S.B. :	6177 (")	: 1.1.47

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 47.5 ft., R.C.D. ft., Bridge ft., Forecastle 12.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters Extreme Breadth over Belting 38'-8 1/4" Over-all Length 187'-3" (Circ. 1611) (Circ. 1703)

No. and Material of Decks One Steel

Parts of Bottom of Vessel coated with cement or approved composition Bottom shell cement washed in way of double bottom water ballast tanks and coated with red oxide in wing compartments and engine room ; left bare in way of oil fuel bunkers.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST :—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	10.5	41.2
Double bottom, under Engines and Boilers,			After peak tank,		54.25
Double bottom, if under Engines only,			Deep tank, aft,		see letter 11.12.47.
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, [Extends from long. 114 to long. 116]	110'	1635	Other tanks, if fitted,		
Total length (if continuous) and Capacity	128.0	176	(If necessary furnish further information by sketch.)		
	110'	1635			

Order for Special Survey No.

Date

Dates of Surveys held while building

see letter 11.12.47.



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pt. 8.

REPORT

Date of writing Report.

No. in Survey

Reg. Book.

In

Reg. Book

TONNAGE :-

GROSS 397.3

UNDER DK. 26

NET 227.9

Surveyed Afloat

Well D B or D Ba

total capacity

Only alterations

N.B. - All

Last Report

Periodical Surveys, v

the Surveys should

and subsequent re

other causes; and

replacement of A

State also the dates

In damage cases

offered his

REPAIRS, OR E

DAMAGE:

PERMANENT

Shell Pla

Keel

"

SUMMARY OF DA

Renewed

Removed and

Faired or R

PRESENT CONDIT

Decks

Caulking of Decks

Coamings

Beams & Fastenin

Outside Plating

" " in

Frames

Reverse Frames

Longitudinals

Transverses

Floors Good

Keelsons

Stringers

Inner Bottom Pla

Have the Tanks

Have the Tanks

General

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this survey

survey, 1,

All the

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Special Damage

(per Sec.

Travelling Exper

Second Surveyor

Committee's

Character A