

THIS VESSEL DOES NOT APPEAR IN THE REGISTER BOOK.  
SEE ALSO ACCOMPANYING FIRST ENTRY REPORT.

(Received at London Office)

22 OCT 1947

No. 72214

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 18th Oct 1947 When handed in at Local Office: 20 (D. 1947) Port of: GLASGOW.  
No. in Survey held at: GRANGEMOUTH. Date, First Survey: 15th April Last Survey: 23rd Septr. 1947.  
No. in Register Book: in the Wood, Iron or Steel: Twin Screw "ADULIS" (ex "L.C.T. No. 835") (No. of Visits: Thirty-Five)

Built at: NOT KNOWN By whom: NOT KNOWN When: 1942-43 (Approx)  
Tonnage: GROSS 397.31 Owners: SABEAN UTILITY CORPORATION LD. Owners' Address: Clarendon House, 11/12 Clifford St., New Bond Street, LONDON, W.1.  
UNDER DK. 269.76 Managers: J.C. CAMPBELL, Esq. Port belonging to: ADDIS ABABA  
NET 227.96

Surveyed Afloat or in Dry Dock? Both Name of Dock: Carron Dock, Grangemouth Destined Voyage: Grangemouth to Falmouth then to Jibuti.

Shell Dk. Bor DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
Total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. \_\_\_\_\_ Port \_\_\_\_\_

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Yes Society's Freeboard (if assigned) as cut in 2 ft. 6 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR: DAMAGE: ALTERATIONS AND CLASSIFICATION SURVEY.

DAMAGE: Understood to have been sustained whilst the vessel was engaged on Admiralty Service during the period of hostilities.

On examination of vessel in drydock, found bottom shell forward badly buckled and side shell set in locally; floors and framing in way of buckled and set in plating were also found to be buckled.

### PERMANENT REPAIRS NOW EFFECTED:

Shell Plating. (All plates numbered from forward).  
Keel Plate No. 1 renewed.  
" " No. 2 removed, faired and refitted.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	5	-	-	-	-	-	-	
Removed and Faired or Repaired	8	-	-	6	-	-	-	
Faired or Repaired in place ...	4	23	-	6	22	-	-	

PRESENT CONDITION OF THE

Decks	Good
Gaulking of Decks	Good
Coamings	Good
Beams & Fastenings	Good
Outside Plating	Good
" " in way of sidelights	Good
Frames	Good
Reverse Frames	
Longitudinals	
Transverses	
Floors	Good
Keelsons	Good
Stringers	Good
Inner Bottom Plating	Good
Have the Tanks been examined internally?	Yes
Have the Tanks been tested?	Yes

Bulkheads	Good
Celling	None
Cement or Asphalt	Good
Rudders	Good
Steering gear and its connections	Good
Windlass	-
Have pumps been examined and found efficient?	Yes
Have Sluice Valves been examined and found efficient?	None
Have Watertight Doors been examined and found efficient?	Yes
Have Ventilators and their Coamings been examined and found efficient?	Good
Air and Sounding Pipes	Good
Doubling Plates under Sounding Pipes	Good

Engine Room Skylights	Good
Coal Bunkers, Openings, Covers, &c.	Good
Oil Bunkers	Good
Scuppers	Good
Cargo Hatchways	Good
Hatches	Good
Planking	
Caulking	
Treenails	
Breasthooks & Stemson	
Transoms, Pointers & Crutches	
Timbers of Frame at openings	
" " at other places	
Stringers, Clamps & Shelves	
Sanding	State if examined.

Copper, or Y.M.	(State if on Feet)
When fitted	Month Year
Boats	Good
Masts, Yards, &c.	Good
Condition, how ascertained	(Whilst under construction) None
Equipment letter	
Anchors, No. of	
Cables (State if now ranged)	
" length (on board.)	mean diam. -
" Rule length	size -
Chain Locker	
Hawsers & Warps	Good
Standing and Running Rigging	Good
Sails	

### General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

All the requirements of the Classification Survey having been complied with, it is submitted this vessel is eligible to be classed in the Register Book 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, with the notation of "Classed 9,47" and the record "S.S. Gmh. 9,47 (Dr.)", when the vessel has been submitted for survey by the Society's Surveyor on arrival in the Red Sea Area and a satisfactory report received from him that the vessel has not been unduly strained as the result of the voyage from the United Kingdom to the Red Sea.

Survey Fee (per Section 29)	£ 90 - -	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 21 - -		19
Travelling Expenses (if chargeable)	£ 5 : 12 : 6	Received by me,	19
Second Surveyor's Fee (if any)	£ - - -		

Committee's Minute: GLASGOW 21 OCT 1947  
Character Assigned: repaired  
Surveyor: James M. Sanders for F.V. BELL and self.  
Surveyor to Lloyd's Register of Shipping.

Assign: A - With freeboard For service in the Red Sea and North East African Coast  
Record: 947 Gmh  
S(N) 9.47 S.S. Gmh - 9.47 Classed 9.47

Is Certificate required? If so, to be sent to 011161-011170-0220 1/3

"ADULIS"

Starboard Side:

"A" Strake, Plates Nos. 1 and 3 faired in place.

"A" " " No.2 removed, faired and refitted.

"B" " " No.1 renewed.

"C" " " No.1 renewed.

"D" " " Nos. 2 and 5 removed, faired and refitted.

Port Side:

"A" Strake, Plate No.1 faired in place.

"A" " " No.2 renewed.

"A" " " No.3 removed, faired and refitted.

"B" " " No.1 renewed.

"B" " " Nos. 2 and 3 removed, faired and refitted.

"C" " " No.1 removed, faired and refitted.

"C" " " No.2 faired in place.

Chine angle cropped and part removed, faired and refitted.

Floors. (All floors numbered from forward)

Floors Nos. 5, 6, 7 and 9 cropped and part removed, faired and refitted, remainder faired in place.

Floors Nos. 11 and 12 removed, faired and refitted.

Floors Nos. 25, 29, 30, 31, 37 and 46, starboard side in way of wing compartments released and faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stato-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain or Steel Wire }											

Side Framing. (All frames numbered from forward)

Starboard Side:

Frames, Nos. 25, 26, 29, 30, 31, 37, 38, 41, 46, 47, 49, 50, 51, 57, 58 and 59 released and faired in place.

Port Side:

Frames Nos. 25, 26, 28, 35, 36, 49 and 50 released and faired in place.

Upper Deck Beams in way of Wing Compartments. (All beams numbered from forward)

James M. Winkler 1.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

"ADULIS"

Upper Deck Beams in way of Wing Compartments. (All beams numbered from forward)

Starboard Side:

Beams Nos. 25, 26, 29, 30, 31, 37, 38, 41, 46, 47, 49, 50, 51, 57, 58 and 59 released and faired in place.

Port Side:

Beams Nos. 25, 26, 28, 35, 49 and 50 released and faired in place.

On completion of the foregoing repairs the double bottom tanks in way of the disturbed shell plating were examined under pressure, and found tight and satisfactory. The disturbed side shell was hose tested and found tight and satisfactory.

ALTERATIONS:

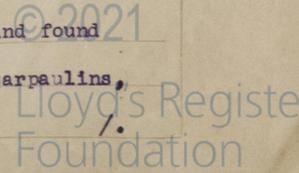
The vessel has been altered from her original design to suit the requirements of the new Owners; structurally, these alterations are in accordance with the plans submitted by the Repairers for approval, and consist of the tank top in way of the hold well being lowered to a height of 2'-0" above the bottom shell; the upper deck being plated over from side to side; a fore peak tank being fitted; the hold being divided by a watertight transverse bulkhead on frame No. 32; oil fuel bunkers being fitted in the double bottom tank, forward of the engine room, a cofferdam separating the bunker from the water ballast tanks; passenger accommodation being fitted between engine room and cargo holds; cargo hatches and masts being fitted on the upper deck and pumping arrangements being fitted in accordance with the approved plan.

The foregoing alterations have been efficiently carried out, the materials and workmanship are good and the relevant requirements of the Rules have been complied with.

CLASSIFICATION:

Now Done: Vessel placed in drydock, bottom shell and rudders, cleaned, examined, found satisfactory and recoated. (Spade type rudders). The holds, peaks, poop and fore-castle tween decks, wing compartments, passenger accommodation and machinery space cleared. All casings of soil, scupper, air and sounding pipes removed. Steel work exposed, including plating under sidelights. All oxidation removed from the surface of the inside of shell plating, frames, floor plates, keelsons, beams, bulkheads, etc. steel work examined, found in good condition and coated. Shell plating drilled and gauged as required by Rule, for particulars see Page 4. A few rivets were removed from various parts and found satisfactory in quality, character of countersinking and workmanship. All the double bottom tanks, including oil fuel bunkers and cofferdam, the fore peak tank and the fresh water tank, (wing compartment, starboard side forward,) were tested by water pressure and subsequently examined internally, structure sealed and coated. Decks drilled, gauged and found satisfactory. Masts, spars, rigging and general equipment examined and found satisfactory, (the masts, spars and rigging are new). Hatch covers, tarpaulins,

James M. Winkler



0210 1/2

"ADULIS"Classification (contd.)

supports, and fastenings examined in position at the hatchways and found satisfactory. Ventilator coamings and covers examined and found satisfactory. Steering gear (hand gear of horizontal screw type) and emergency steering arrangements, examined and found satisfactory. All hand pumps, watertight door and air and sounding pipes examined and found in good condition..

Doublings found or fitted under all sounding pipes.

Freeboards verified.

NOTE: The Owners are not desirous of having the figure I relating to the equipment, assigned.

Shell Drillings. (All Thicknesses given in decimals of an inch).

Starboard Side:

STRAKE	In vicinity of Fore Peak		Amidships		In vicinity of After End.	
	Original	Actual	Original	Actual	Original	Actual
Keel	.25	.25	.25	.25	.25	.25
"A" Strake	.25	.25	.25	.25	.25	.25
"B" "	.25	.25	.25	.25	.25	.25
"C" "	.25	.25	.25	.25	.25	.25
"D" " (Side)	.25	.25	.25	.25	.25	.25
Poop Side	-	-	-	-	.25	.25
Forecastle Side	.25	.25	-	-	-	-

The drillings on the port side are identical to those on the starboard side.

NOTE: During the sea trial of this vessel which took place in the Firth of Forth on 23rd September, 1947, excessive deflection was observed when the vessel was running against wind and tide; measured by means of a line extending from the poop front to the forecastle front, this 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 to 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 submitted that the vessel's class be withheld, pending a satisfactory report from the Society's Surveyor in the Red Sea area, who should be requested to survey the vessel on arrival there, for evidence of excessive straining.

James M. Sanders



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Lloyd's Register  
Foundation

FRI. 21 JAN 1948

Amend Class to: - A - With freeboard

"For service in the Mediterranean, East of Alexandria, the Red Sea and North East African Coast"

*[Handwritten signature]*

Year	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
1947	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1948	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1949	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1950	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1951	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1952	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1953	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1954	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1955	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1956	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1957	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1958	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1959	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1960	88	88	88	88	88	88	88	88	88	88	88	88	88	88



88 07 181 120 114

Remarks of the  
 Chief of Survey  
 ISSSEL'S NAME  
 also to be presented

LDODDT