

Enclosures

6th April, 1948.

Dear Sirs,

"Y.127 (ex "LTC 2") and "Y.128" (ex "LTC 3")

With reference to your conversation with Mr. Turner this morning pointing out that these vessels were built under the Society's Survey and at present appear in the Register Book as disclassed ships, I have to acquaint that their original class was "Oil Barge, for service in New York State Barge Canal and from New York to Belfast, Maine, via Long Island Sound and Cape Cod Canal, also in the Delaware and Chesapeake Bay and Tributaries".

In company with another similar vessel, Y.126, they were brought from the United States to Europe towards the end of 1944 and on account of the service in which these small tankers were subsequently engaged, it was decided that classification was no longer required, and it was accordingly withdrawn in each case with three dots.

The papers and last reports on each of the three vessels are enclosed and I have to inform you that to enable these ships to be reclassified it will be necessary for the requirements of a Periodical Special Survey (C) for ships over 10 years old to be complied with, including the drilling of such portions of the structure where signs of wastage are evident. If material deterioration is noted, the thicknesses ascertained by drilling should be forwarded to this Office as soon as possible.

You will find from the correspondence that when "Y.126" and "Y.128" were examined in the Bristol Channel in December 1944, considerable wastage of the shell plating, frames, bulkheads, etc., was reported, and repairs recommended but not effected before disclassification. Special attention should accordingly be paid to these parts.

I also enclose, for your information and guidance copies of the approved plans, as per attached list, as they were submitted when the vessels were originally classed. These should be returned in due course.

I have to add that any major repairs which have been effected since these ships were disclassed, will require to be specially examined in order to ascertain the character of the workmanship. It will also be necessary to ascertain whether the steel used, if any, was manufactured by the Siemens

Martin process, and any alterations in general arrangement from the original should be reported.

Full particulars of equipment on board should be furnished if the figure '1' in the ships' class is desired.

Yours faithfully,

Clerk to the
Classification Committee

The Surveyors,
HAVRE.



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