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"Y.126" "Y.127". "Y.128."

Y.128. Mr. Stocks telephoned to say that a request had been received from a Capt. Smith of the United States Army for a survey to be held on the above vessel. He in turn had received instructions to arrange for this from Major Santaro (Tele.No. Regent 8484, Ext. 4410) and he desired instructions.

I informed him that the oil barges "Y.126", "Y.127" and "Y.128" were classed ships. Their names were recently changed from "L.T.C. 1, 2 & 3" respectively, and a General Examination was held at New York in August last. They were fitted out for the voyage eastwards under Government authority, and it was added that the question of alteration of trading limits would be considered as soon as they arrived this side.

Strangely enough a letter was received this morning from Messrs. Rowbotham's regarding the "Y.126". Apparently Mr. Brooke Smith was one of a party attending the drydocking at Avonmouth on the 6th instant, and Messrs. Rowbotham's were represented as Managers. Their report to the Ministry alleges that, in their opinion, she was not fit for sea and should be condemned.

In their turn the U.S. Authorities have asked for an independent survey and Messrs. Rowbotham's state that a copy of Mr. Brooke Smith's report would, in their opinion, be sufficient.

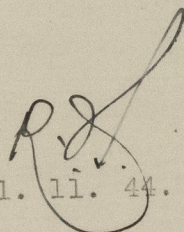
I explained the situation to Mr. Stocks and asked him to get in touch with Mr. Brooke Smith and let me have his comments in due course.

I explained that, from the Society's point of view, he would be quite in order in visiting the ship seeing that she was

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classed, and he suggested that as the intended service would almost certainly be Antwerp, the matter should be looked into with a view to ascertaining whether, from a structural point of view, she could be recommended for those limits and, if not, whether her trading should be confined to the Bristol Channel.


21. 11. 44.



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Lloyd's Register
Foundation

008231-008236