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1st February, 1945.

Dear Sirs,

Motor Tankers "Y.126" & "Y.128".

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The cases of the above named vessels have now been under consideration in connection with amendment of class in this Society's Register Book, seeing that their restriction of service was formerly for the 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, and it is understood they are now to be employed over this side of the Atlantic.

As you are aware they were recently under the inspection of the Bristol and Cardiff Surveyors, when as a result of drillings made in the shell plating, some wastage was found.

It was recommended by the Surveyors that local repairs be effected before the vessels were placed in commission, and they stated that these repairs would place the vessels in efficient condition for a restricted class equivalent to the limits stated above.

In this connection it is thought well to remark that the vessels have no sheer but the deck is stepped up 18" for a short distance at each end and a short bridge is fitted aft in way of the machinery. The scantlings of the barges as built, have been examined and compared with the requirements for unrestricted service and found to be such that, while they would provide sufficient strength, the stiffness of the vessels is considerably deficient for their extreme ratio of depths to length.

In these circumstances and having regard to the fact that the vessels have no sheer, no forecassle and the original scantlings are considerably reduced by wastage, it is considered that when locally repaired they will be suitable only for a service equivalent to the original limits.

It will therefore be appreciated if you will kindly let me know whether you are yet in possession of any information as to the limits of service in European waters now required by the U.S. Army Authorities.

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I would also take this opportunity to refer to the case of the "Y.137", which it is concluded has already proceeded to this side and I would remark that a General Examination of the hull for maintenance of class became due in this case at the end of January 1945, and perhaps you will kindly let me know in due course what arrangements are proposed to be made for this inspection to be held.

I am, Dear Sirs,
Yours faithfully,

Clerk to the
Classification Committee.

Messrs. C. Rowbotham & Sons,
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