

Y.126 & Y.128 - (Ex. L.T.C. 1 and L.T.C. 3.)

Dimensions:- 192.5 x 32 x 11.5

Scantling Nos. 2213 & 8373.

Proportions: Lengths - 16.7 depths.

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These vessels were built in America in 1930 and classed Al 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.

The vessels have recently made a voyage under their own power from the U.S.A. to the U.K. where they have been generally examined by the Bristol and Cardiff Surveyors.

From drillings taken by the Bristol Surveyors for Y.126, the average thickness of shell plating is about .22 as compared with the original thickness of .34, and wastage of frames, bulkheads, etc., is also reported. For Y.128 a considerable general wastage is also reported.

The Surveyors recommend local repairs be effected before the vessels are placed in commission, and state that these repairs will place the vessels in an efficient condition for a restricted class equivalent to the present class.

It is understood that fresh limits of service in European waters are required by the U.S. Army Authorities, who will advise later of the limits desired.

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 these 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 forecastle 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 is submitted the Reports Department be informed as above.

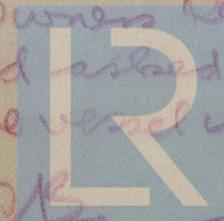
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Submitted the Owners Report  
be informed and asked to state  
what service the vessel is now  
engaged on



Lloyd's Register  
Foundation

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