

27 DEC 1944

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Received by Chief Ship Surveyor.....

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VESSEL'S NAME "Y. 126" REPORT Brs. No. 15991

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This Al oil barge, built 1930-5, for Service on New York State Barge Canal and from New York to Belfast, Maine via Long Island Sound & Cape Cod Canal also on Delaware and Chesapeake Bays and Tributaries. Carrying Petroleum in bulk.

The 1st S.S. No.3 became due 5.42.
A further General Examination becomes due 8.45.

On 13.9.44 the American Committee assigned the record of 8.44 and "Examined 8.44" N.Yk. when the vessel was taken over by the United States Government and proceeded, under her own power, outside her existing limits to a European Zone, no Certificate covering the transatlantic voyage being desired and it being understood that the Owners would advise regarding the new limits of service, after the vessel's arrival in European Waters, when it would become a matter for consideration whether the Class Limits be dealt with (See "Statement" of 21.11.44).

The BRISTOL Surveyors in company with the Principal Surveyor for the Bristol Channel Ports, report this tanker barge in dry dock, shell plating drilled and the vessel generally examined.

Considerable wastage found in tanks.
The Surveyors recommend permanent repairs to the centre line bulkheads of Nos.1 & 3 tanks, side longitudinal frame and two stiffeners on the forward bulkhead of No.1 tank, the forward bulkhead of No.4 tank and the cargo pipe lines in No.1 tanks before the vessel is placed in commission.

It is understood that in accordance with instructions from the U.S. Army Authorities, the vessel will be leaving Bristol for the continent and that the above repairs will be effected there. No Interim Certificate for the voyage has been requested.

It is submitted action be deferred for repairs, due consideration as to limits of class to be considered when repairs satisfactorily completed.

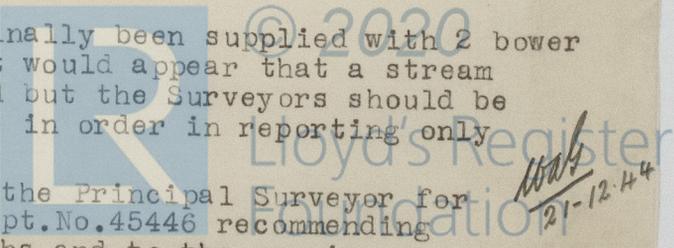
(Docking date)
12.44 Brs.

The vessel having originally been supplied with 2 bower anchors and 1 stream anchor it would appear that a stream anchor requires to be supplied but the Surveyors should be requested to state if they are in order in reporting only 2 bower anchors on board.

This also applies in a lesser degree to Y 128

It is considered the attention of the Principal Surveyor for America should be drawn to N.Yk. Rpt.No.45446 recommending "Examined 8.44" record for 12 months and to the repairs recommended by the Bristol Surveyors only 4 months later.

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Wals 21-12-44