

11 DEC 1944

Rpt. 8.

(Received at London Office.....)

No. 1599

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th December 44 When handed in at Local Office 6th Dec 1944 Port of BRISTOL

No. in Survey held at Bristol Date, First Survey 6th November Last Survey 4th December, 1944
Reg. Book. 68501 on the Wood Iron or Steel oil barge "Y. 126" (No. of Visits 5)

TONNAGE:— Built at Quincy, Mass. By whom Bethlehem S.B.Co.Ltd. When 1930 5
GROSS 548 Owners United States War Shipping Administration. Owners' Address - -
UNDER DK 485 Managers - - Port belonging to Wilmington, Delaware.
NET 321

Keel Afloat or in Dry Dock? Both Name of Dock Wapping Dry Dock Destined Voyage - -

Capacity DBa feet; uE & B feet; f feet
tons FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
3. All alterations in the existing records should be underlined.

Report, No. 45446 Port N.Yk.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete repairs should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose and to whom and why they were declined. Report 10 issued Copy herewith.
Messrs. Whitwill Cole & Co., Ltd., Bristol Was a damage report made by anyone else? If so, by whom?

FOR EXAMINATION AS PER RULE 10 at the request of Messrs. Whitwill Cole & Co., Ltd., Bristol, acting upon instructions received from the United States Army Authorities, to ascertain the condition of the vessel after having made the ocean voyage from the United States of America to the United Kingdom under her own power and in the stated loaded condition given on the attached copy of Report 10.

Vessel placed in drydock. Shell and rudder examined and found in efficient condition. Shell drilled and thicknesses obtained as given in table at end of this report. Machinery space, decks, casings, superstructures, expansion trunks, all main and subsidiary closing appliances, ventilators, anchors, boats, windlass, steering gear, air and sounding pipes and general equipment examined. Upper deck stringer, port side, drilled in way of cargo oil tanks and thicknesses found satisfactory, i.e. 5 to 5 1/2 twentieths of an inch. P.F.O.

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Age of Decks	efficient	see report	see report	efficient	efficient	Copper, or Y.M.	When fitted, Month Year
Plating	efficient	see report	see report	efficient	efficient	(State if on Felt.)	
Fastenings	efficient	see report	see report	efficient	efficient	When fitted, Month Year	
Plating in way of sidelights	efficient	see report	see report	efficient	efficient	Boats	efficient
Frames	efficient	see report	see report	efficient	efficient	Masts, Xmas, &c.	not examined
Longitudinals	efficient	see report	see report	efficient	efficient	Condition, how ascertained	
Transverses	efficient	see report	see report	efficient	efficient	(State if wedges removed.)	
Stiffeners	efficient	see report	see report	efficient	efficient	Equipment letter	
Bottom Plating	efficient	see report	see report	efficient	efficient	Anchors, No. of	2B
Tanks examined internally	Yes	see report	see report	efficient	efficient	Cables (State if now ranged)	not ranged
Tanks tested	No	see report	see report	efficient	efficient	length stated mean diam.	
		see report	see report	efficient	efficient	(on board.) complete	
		see report	see report	efficient	efficient	Rule length size	
		see report	see report	efficient	efficient	Chain Locker	not examined
		see report	see report	efficient	efficient	Hawsers & Warps	sufficient
		see report	see report	efficient	efficient	Standing and Running Rigging	not examined
		see report	see report	efficient	efficient	Sails	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is, in our opinion, eligible to remain as classed in the Register Book with fresh drydocking date 12,44 and to retain the record "Examined 8,44" for twelve months subject to permanent repairs to the centre line bulkhead, Nos. 1 and 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.

Survey Fee	£ 10: 10: 0	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me,	19
Surveying Expenses (if chargeable)	£ :		
London Surveyor's Fee (if any)	£ :		

A. Reid, J. Brooke Smith
Surveyors to Lloyd's Register of Shipping.

FRI. 13 APR 1945

Committee's Minute
Character Assigned Deferred
write N.Yk.

is Certificate required? If so, to be sent to

008231-008236-0146 1/2
1941 9410-952800-152800



Fore peak Tank : examined internally and structure found efficient.
 After peak Tank not examined, being full of fresh water, but stated to be satisfactory.
 All Cargo Oil Tanks : (1 to 4 port and starboard) examined internally. All members, plating and stiffening, within these tanks were found considerably wasted by the co-ordinated effect of long period carrying the lighter grades of petroleum and the wartime prohibition of other than immediately essential repairs. The wastage was found greatest in the upper parts, especially in the vicinity of the entrances to the tanks. Internal wastage of the shell plating in these tanks was found fairly uniform and no deep local pitting or grooving at the bulkhead boundary bars and overlapped butts was evident. Riveting throughout the tanks appeared to be good. There was no evidence of principal structural weakness despite the hazardous test to which the vessel had been subjected, namely an Atlantic voyage in a part loaded condition, and, it is submitted, this constitutes an overriding consideration in determining that the structure, subject to certain minimum repairs to the defects, listed as under, continues efficient for a limited period under the considerably less exacting and fully restrictive conditions of service imposed by her class.

Defects Found	Repairs Recommended
No. 1 Cargo Oil Tank	
Centre line bulkhead broken away at the forward end of tank.	Plating and stiffeners between the forward bulkhead and the forward transverse to be renewed.
Five centre line bulkhead stiffeners at the after end of the tank fractured at the throat at their upper ends.	To be reinforced at the upper ends by brackets about four feet in depth from the deck to the lower end of the bracket.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length. Fathoms.	Diam. Ins.	Statutory. Tons.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			

The uppermost side longitudinal frame on the starboard side fractured at the throat at the aft end.	Frame to be renewed.
Two stiffeners on the forward bulkhead badly buckled.	Stiffeners to be renewed.
Cargo pipe lines, port and starboard, badly damaged at the forward end.	To be renewed as necessary.

No. 3 Cargo Oil Tank

Centre line bulkhead plating fractured at Doubling plate about two feet wide to be

Oil Barge "Y.126"

Defects and Repairs (continued)

Defects Found	No. 3 Cargo Oil Tank (continued)	Repairs Recommended
the toe of the deck connection angle bar at the aft end of the tank.		fitted on the upper part of the bulkhead and to extend over the whole length of the tank.
No. 4 Cargo Oil Tank		
Forward bulkhead plating fractured at the upper end of one stiffener on the starboard side of the tank.		Small doubler to be fitted.

No facilities were afforded at this time to test the cargo oil tanks although it was stated that leakage takes place through the shell in way of the dished-plate rubbing bands in the ship's sides and also through the bulkheads from tank to tank. The extent of these defects and their relative importance can only be determined by testing each tank under a head of water and it is recommended this be carried out coincident with the above mentioned repairs.

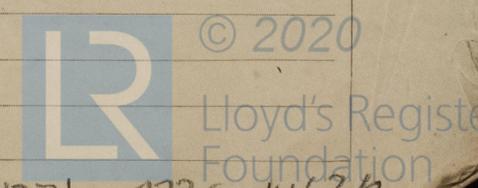
Shell Plate Thicknesses in decimals of an inch.

	Forward		Amidship		Aft	
	Drill test	Original	Drill test	Original	Drill test	Original
Keel	.4	.38 ✓	.25	.33	.30	.33
Port side						
A Strake	.35	.34 ✓	.20	.34 ✓	.20	.34 ✓
B Strake	.30	.34	.25	.34	.30	.34
C Strake	.30	.34	.25	.34	.30	.34
D Strake (Sheer)	.25	.34	.20	.34	.20	.34
Starboard Side						
A Strake	.30	.34 ✓	.30	.34 ✓	.30	.34 ✓
B Strake	.30	.34	.20	.34	.25	.34
C Strake	.25	.34	.25	.34	.30	.34
D Strake (Sheer)	.25	.34	.20	.34	.20	.34

It is learned from Messrs. Whitwill Cole & Co., Ltd., that, in accordance with instructions from the U.S. Army Authorities, the vessel will be leaving this port for the Continent in the course of a few days and that the above repairs will be effected there. No Interim Certificate for the voyage has been requested from this office.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Test.



004231-008236-0146212