

COPY.

11 DEC 1944

Lloyd's Register of Shipping.



Port BRISTOL

5th December, 1944.

This is to Certify that

F. BROOKE SMITH & A. REID

the undersigned Surveyors to this Society did at the request of Messrs. Whitwill Cole & Co., Ltd., Bristol, acting upon instructions received from the United States Army Authorities, survey the steel screw motor oil barge "Y.126", 548 tons gross, of Wilmington, Del., for the purpose of ascertaining 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 following stated loaded condition :-

Cargo oil tanks, numbered from forward.

No. 1 port and starboard Full with Oil Fuel.

No. 2 port and starboard Empty.

No. 3 port and starboard Approximately one third full with Oil Fuel.

No. 4 port and starboard Approximately one third full with ballast water.

Peak Tanks.

Forward. Approximately half full with domestic water.

Aft. Commencement of voyage full with domestic water. Upon arrival nearly empty.

Draft forward 6 ft., draft aft 9 ft. These figures are approximate.

This vessel, No. 68501 in the Register Book, is classed in the Register Book as A1, Oil Barge For service on New York State Barge Canal and from New York to Belfast, Maine, via Long Island Sound and Cape Cod Canal, also on the Delaware and Chesapeake Bays and Tributaries. Carrying Petroleum in Bulk, with record of "Examined 8.44, LMC 8.44, New York".

Note : In the following comments the term "Efficient" is to be construed as satisfactory in relation to present emergency

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :--

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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requirements, and valid to the end of August 1945, for the limited service imposed by her class as stated above, or one which may be considered equivalent thereto.

Upon examination of items and spaces readily accessible on the 6th November, 1944 and subsequent dates as the vessel lay in Wapping Dry Dock, Bristol, and also afloat, the undersigned Surveyors found :

Bottom and Rudder : Considered efficient. See subjoined shell drillings taken in the supposedly thinnest places.

Propeller, outer end of stern bush and outside fastenings of sea connections : Considered efficient; wear down in stern bush 3/32 inch.

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 : Considered efficient.

Fore Peak Tank : Considered efficient.

After Peak Tank : Not examined, being full of fresh water for domestic purposes and stated to be satisfactory.

Cargo Oil Tanks : Whilst all members, plating and stiffening, within these tanks are 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, yet there is no evidence of principal structural weakness despite the hazardous test to which the vessel has been subjected, namely an Atlantic voyage in a part loaded condition, and this constitutes an overriding consideration in determining that the structure, subject to certain minimum repairs, listed as under, continues efficient for a limited period under the considerably less exacting and fully restrictive conditions of service imposed by her class.

Repairs (part damage) to be effected before the vessel is placed in commission :

No. 1 Cargo Oil Tank: Centre line bulkhead plating and stiffeners between the forward bulkhead and the forward transverse to be renewed.

Five centre line bulkhead stiffeners at the aft end of the tank to be reinforced at the upper end by brackets about four feet in depth from the deck to the lower end of the bracket.

The upper most side longitudinal frame on the starboard side to be renewed.

Two buckled vertical stiffeners on the forward bulkhead to be renewed.

Cargo pipe lines to be renewed as necessary port and starboard.

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Foundation

continued.

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e. 3 Cargo Oil Tank : Doubling plate about two feet wide to be fitted on the upper part of the centre line bulkhead and to extend over the whole length of the tank.

e. 4 Cargo Oil Tank : Small doubling plate to be fitted over fracture at the upper end of one stiffener on the starboard side of the forward bulkhead.

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 on the ship's side, 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 this should be carried out coincident with the above mentioned repairs.

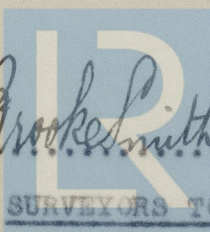
Machinery :

The machinery throughout generally examined externally without any parts being opened for inspection. The diesel generator engines seen under working conditions, starting easily and during the time of running working satisfactorily, and the machinery, so far as seen, appears to be satisfactory. The Chief Engineer, however, reports there are certain minor defects which, at present, are not considered to be of immediate importance.

SHELL PLATE THICKNESSES.

in twentieths of an inch.

	Forward	Amidship.	Aft.
	Drill test	Drill test	Drill test
Keel	8	5	6
Port Side			
A Strake	7	4	4
B Strake	6	5	6
C Strake	6	5	4
D Strake	5	4	4
(Sheer)			
Starboard Side			
A Strake	6	6	6
B Strake	6	4	5
C Strake	5	5	6
D Strake	5	4	4
(Sheer)			



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