

"Y.127"(ex "LTC 2") and "Y.128"(ex "LTC 3").

These tankers were built in America in 1930 and classed "Coal 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".

A voyage was made from U.S.A. to Europe towards the end of 1944 and on account of the service in which these small tankers were subsequently engaged, the Owners decided that classification was no longer required. The class was accordingly withdrawn from the Register Book in each case 8.45, with Three Dots, indicating withdrawal at Owners' request. See endorsement and correspondence between 12.44 and 2.45.

It would appear from a cablegram received 3.4.48 from the HAVRE Surveyor that the Owners now desire reclassification.

IT IS ACCORDINGLY SUBMITTED the HAVRE Surveyor be informed that to enable these ships to be reclassified, it will be necessary for the requirements of a PERIODICAL SPECIAL SURVEY (C) for ships over 10 years old to be complied with, including the drilling of such portions of the structure where signs of wastage are evident. If material deterioration is noted, the thicknesses ascertained by drilling should be forwarded to this Office as soon as possible.

When "Y.126" (a sister ship) and "Y.128" were examined in the Bristol Channel in December, 1944, considerable wastage of the shell plating, frames, bulkheads etc was reported, and repairs recommended but not effected before disclassification. Special attention should accordingly be paid to these parts.

Any major repairs which have been effected since these ships were disclassified, will require to be specially examined in order to ascertain the character of the workmanship. It will also be necessary to ascertain whether the steel used, if any, was manufactured by the Siemens Martin process, and any alterations in general arrangement from the original should be reported.

Full particulars of equipment on board should be furnished if the figure '1' in the ships' class is desired.

Copies of the approved plans, when first submitted for classification should be forwarded to the HAVRE Surveyor for his information and guidance.



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