

2m.12.42.

Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

S NAME "Y.128"

REPORT Cff. No. 55123

ks 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 was built 1930-6 for Service on New York State Barge Canal and from New York to Belfast, Maine via Long Island Sound & Cape Cod Canal also on the Delaware and Chesapeake Bays and Tributaries.. Carrying Petroleum in bulk.

The 1st S.S. No.3 became due 6.43.

A further General Examination becomes due 3.45.

On 13.9.44 the American Committee assigned the record of 7.44 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 CARDIFF Surveyors report this tanker barge placed in dry dock (bottom not coated) a further General Examination (due.3.45) held. Considerable wastage found in tanks and the inner surface of bottom shell found heavily pitted in places. Temporary repairs effected to a holed bottom shell plate in No.2 cargo tank.

The Surveyors recommend repairs to F.P. bulkhead, No.1 cargo tank after bulkhead (s.s.), No.3 cargo tank centerline bulkhead, anchor billboard and windlass and that 2" of cement be laid on inner surfaces of bottom plating in way of pitting in cargo tanks before the vessel is placed in commission.

It is understood that the vessel may now proceed to the Continent and that the above repairs will be effected there. The Surveyors are of the opinion that provided these repairs are effected the vessel need not be submitted for further General Examination until the end of 8.45 which coincides with the due date of the sister vessel "Y.126", both vessels being required for the same special duty.

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 Cff.

"Examined 12.44" when repairs effected.

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 two bower anchors on board.

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