

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th Decr. 1944. When handed in at Local Office 8th Decr. 1944 Port of CARDIFF.

No. in Survey held at CARDIFF. Date, First Survey 22nd Novr. Last Survey 1st Decr. 1944. Reg. Book. (No. of Visits 4.)

68503. on the ~~Wood~~ ~~Iron~~ ~~Steel~~ Sc. motor oil barge "V. 128".

TONNAGE:— Built at Quincy, Mass. By whom Bethlehem S.B. Corp. Ltd. When 1930. MONTH 6. GROSS 548 Owners United States War Shipping Administration. Owners' Address ———. (If not already recorded in Appendix to Register Book). UNDER DK. 495 Managers ———. Port belonging to Wilmington, Del. NET 321

Surveyed Afloat or in Dry Dock? Both. Name of Dock Junction D.Dk. & East Dock. Destined Voyage ———

Bor DBa _____ feet; uE & B _____ feet; f _____ feet } capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons. } Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

st Report, No. 45458 Port N.Y.K.

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

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined —

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)	
CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).
* Al. Oil Barge	LMC.10.43.
7.44. Exam. 3.44.	C.L.2.44.
S.S.N.Yk.No. 2.38.	
For Service on New York State Barge Canal & from New York to Belfast, Maine via Long Island Sound & Cape Cod Canal also on the Delaware & Chesapeake Bays & Tributaries. Carrying Petroleum in bulk. Society's Freeboard (if assigned) as _____ ft. _____ ins. painted on Ship and now verified }	

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION. Examination.

at the request of Messrs. Rogers & Bright (South Wales) Ltd, Cardiff, acting on 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 a part loaded condition.

Work done:—

Vessel placed in dry dock, bottom and rudder cleaned and examined, but not coated.

Decks, casings, superstructures, machinery space, expansion trunks, all main cargo tanks, fore peak tank, ventilators, all main and subsidiary closing appliances, anchors, windlass, boats steering gear, air and sounding pipes and general equipment generally examined, so far as practicable. P.T.O.

SUMMARY 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

Decks efficient.	Bulkheads pt. seen efficient	Engine Room Skylights efficient.	Copper, or Y.M. (State if on Feet) When fitted, Month _____ Year _____
Planking of Decks "	Ceiling none	ROCKERS Openings, Covers, &c. "	Boats efficient.
Stairways "	Cement or Asphalt -	Oil Bunkers. not examined.	Masts, Yards, &c. "
Rivets & Fastenings part seen eff	Rudder efficient.	Scuppers -	Condition, how ascertained from dk. (State if wedges removed.)
Outside Plating efficient.	Steering gear and its connections. "	Cargo Hatchways efficient.	Equipment letter -
" " in way of sidelights -	Windlass efficient see rpt.	Hatches -	Anchors, No. of 2 B. (15)
Names part seen efficient	Have pumps been examined and found efficient? -	Planking -	Cables (State if now ranged) No. _____
Reverse Frames -	Have Sluice Valves been examined and found efficient? -	Caulking -	" length not stated (on board.)
Longitudinals pt. seen efficient	Have Watertight Doors been examined and found efficient? -	Treenails -	" Rule length 150 size 1 1/2
Transverses " " "	Have Ventilators and their Coamings been examined and found efficient? yes.	Breasthooks & Stenson -	Chain Locker -
Decks " " "	Air and Sounding Pipes efficient.	Transoms, Pointers & Crutches -	Hawsers & Warps sufficient.
Beams " " "	Doubling Plates under Sounding Pipes -	Timbers of Frame at openings -	Standing Rigging efficient.
Stringers -		" " at other places -	Sails -
Inner Bottom Plating -		Stringers, Clamps & Shelves -	
Have the Tanks been examined internally? see rpt.		Salting (State if examined.) -	
Have the Tanks been tested? "			

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 so far as now seen is eligible in our opinion to remain as classed with record of dry docking and notation Examined 12.44 (8 months) subject to permanent repairs to fore peak bulkhead No.1 cargo tank (s.s.) after bulkhead, No.3 cargo tank centreline bulkhead, anchor billboard and windlass, also, to 2" cement covering on inner surface of bottom plating in all cargo tanks, before the vessel is placed in commission.

Survey Fee (per Section 29) £ : : Fees applied for,
Survey Condition & Report 10 : 10 : 0 6th Dec 44.
Special Examination Fee (if any) (per Sec. 29) £ : : Received by me,
Travelling Expenses (if chargeable) £ : : 19.
Second Surveyor's Fee (if any) £ : :

Surveyor to Lloyd's Register of Shipping. *J. H. Stocks*

FRI, 13 APR 1945

Committee's Minute

Character Assigned



Is Certificate required? If so, to be sent to

084004-004007-0176 1/2

15 DEC 1944

10m 9/18—Transfer Ink (The Surveyors are requested not to write on or below the m)

After Peak Tank, not examined, being full of fresh water, but stated to be satisfactory.

All Cargo Oil Tanks. All members, plating and stiffening within these tanks were found considerably wasted and the inner surface of bottom shell is in places heavily pitted, all 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.

Defects.	Found.	Recommended.
	Fore Peak Tank bulkhead at top s tarboard side, local heavy wastage.	Doublers to be fitted.
	All main cargo tanks, inner surface of bottom plating heavily pitted in places.	To be covered throughout with 2" cement.
	No.1 cargo tank starboard side after bulkhead, top plate wasted and buckled locally.	To be cropped and part renewed.

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.			TWT 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.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Iron Stream Chain or Steel Wire

	No.3 Cargo tank centreline bulkhead holed at top.	Doublers to be fitted.
	Anchor billboard pedestal started from deck and slightly buckled.	To be overhauled and riveted.
	Windlass port side cable lifter part broken off.	To be overhauled and made good.

On the removal of a cement box on bottom shell of No.2 Cargo tank port side, it was found that the plating was corroded through locally, and as a temporary repair a jointed bolt was now fitted.

Nos. 1 & 2 Cargo tanks were tested and found satisfactory, but no facilities were afforded for testing any other tanks at this time, no leakage being reported.

It is understood that the vessel may now proceed to the Continent, and that the above repairs will be effected there.

Note:- In consideration of the above repairs, the vessel need not be submitted for further examination until the end of August, 1945, that being the due date of the sister vessel "Y.126", both vessels being required for the same special duty.

JAG

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.