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DEC 1944

Lloyd's Register of Shipping.



Port CARDIFF.

6th. December, 1944.

This is to Certify that

J.H. ALLAN & HANISH McC. PATON,

the undersigned Surveyors to this Society did at the request of Messrs Rogers & Bright (South Wales) Ltd, Cardiff, acting on instructions received from the United States Army Authorities survey the steel screw motor oil barge "Y.128", 548 tons gross, of Wilmington, Del, for the purpose of ascertaining the condition of the vessel after having made the ocean voyage from 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 & Starboard.	Diesel Oil, half full.
No.2	" " "	" " " "
No.3	" " "	Water Ballast, two thirds full.
No.4	" " "	Diesel Oil, half full.

Peak Tanks.

Fore peak - Fresh water, full.
After peak - Fresh water, full.

Drafts :- Forward 5'.6". Aft. 9'.6". These figures are approximate.

This vessel No.68503 in the Register Book is classed 4A1 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 & Tributaries. Carrying Petroleum in Bulk, with record of Examined 3.44, 4LMC.10.43, New York.

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

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

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Surveyors, or other Officers or Agents of the Society."

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Upon examination of items and spaces readily accessible, on the 22nd. November, 1944 and subsequent dates as the vessel lay in Junction Dry Dock and also afloat in East Dock, Cardiff, the undersigned Surveyors found:-

Bottom and rudder : Considered efficient.

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

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.

Pore Peak Tank : Considered efficient (See Repair list as under).

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

Cargo Oil Tanks : On test Nos. 1 & 2 cargo tanks were found satisfactory. No facilities were afforded at this time to test Nos. 3 & 4 cargo tanks. Whilst all members, plating and stiffening, within these tanks are 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.

Repairs (Part damage). To be effected before the vessel is placed in commission:-

1. Pore Peak Tank. bulkhead doubler to be fitted to upper strake starboard side in way of heavy wastage.
2. Two inch cement covering to be laid on inner surface of bottom plating in way of pitting in cargo tanks.
3. No.1 Cargo Tank after bulkhead starboard side, top plate to be cropped, where wasted and buckled and part renewed.
4. No.3 Cargo Tank, doubler to be fitted to centreline bulkhead where holed at top.
5. Anchor billboard pedestal to be overhauled and riveted.
6. Windlass port side cable lifter to be overhauled and made good.

MACHINERY:

Machinery throughout examined under running conditions the auxiliary machinery and electric equipment considered satisfactory. Both main generator engines were sluggish in starting and smoked badly whilst under load.

The Starboard Main generator engine cylinders were opened out pistons, liners, covers and valves examined.

No. 1 Bottom end pin and bush examined.

On examination of the above parts it was:-



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FOUND.

RECOMMENDED.

rings slack in liners
in piston ring grooves. A
rings broken.

Piston ring grooves be machined or
built up and machined and new piston
rings fitted throughout..

covers and valves dirty and
bear to be leaking.

Cylinder covers to be cleaned and
valves cleaned and ground in.

end pin and bush in order. No repairs considered necessary.

oil dirty.

Oil to be renewed.

Liners gauged by Micrometer and readings as stated below. Liners
satisfactory. The Chief Engineer states that the fuel oil pump
is not functioning properly, and it is recommended that these
be overhauled and put in good order.

Lubricating oil filters for the main generator engines have been put
in by the Chief Engineer, and it is recommended that these oil filters
be as originally fitted, and that the lubricating oil pump on both
be cleaned and valves examined.

Main generator engine has not been opened out. The Chief Engineer
states that during the voyage from the U.S.A. the main generator engines were
running satisfactorily and that tug boat assistance at times was necessary.

In view of the above statement and to the defects now found it is considered
that the main generator engines are not in an efficient condition until the
repairs as above for the starboard main generator engine are carried
out. The port main generator engine be similarly opened out for examination
with as found necessary.

Starboard Main Engine Cylinder Gaugings. Original Dia. 279.4 mm.

Cylinder F & A Top	280.31 mm.	F & S Top	280.09 mm.
" Centre	279.79 mm.	" Centre	279.72 mm.
" Bottom	279.51 mm.	" Bottom	279.58 mm.
Cylinder F & A Top	279.85	F & S Top	279.87
" Centre	279.63	" Centre	279.68
" Bottom	279.49	" Bottom	279.59
Cylinder F & A Top	280.08	F & S Top	279.92
" Centre	279.75	" Centre	279.68
" Bottom	279.58	" Bottom	279.56
Cylinder F & A Top	280.19	F & S Top	279.98
" Centre	279.73	" Centre	279.76
" Bottom	279.52	" Bottom	279.57
Cylinder F & A Top	280.05	F & S Top	279.98
" Centre	279.65	" Centre	279.69
" Bottom	279.52	" Bottom	279.55
Cylinder F & A Top	280.15	F & S Top	280.14
" Centre	279.67	" Centre	279.74
" Bottom	279.57	" Bottom	279.51

J. Allan + Kenneth W. G. Paton

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