

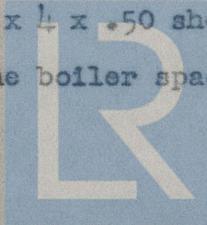
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15th September, 1939.

Dear Sir,

M. With reference to Messrs. Lithgow's Emergency Vessel Type Y, I beg to acquaint you that to comply with the Board's requirements in respect of an increase in draft of 18", the bulb angle frames proposed by the builders were amended to 12 x 4 x 4 x $\frac{1}{2}$ " channels. It is understood from the British Corporation that the builders are unable to work this latter section and desire particulars of the increases which will require to be made to the height of the frame brackets and depth of 2nd deck beam knees to permit of the bulb angle frames proposed by them being adhered to.

This question has been examined and, provided the height of the frame brackets be increased to 6' 5" above the base, and the 2nd deck beam knees be increased in depth so that the lower edge is 4' 0" below the 2nd deck, the frames throughout may be of 12 x $3\frac{1}{2}$ x $\frac{9}{16}$ bulb angles as originally proposed. Reverse bars 4 x 4 x .50 should, however, be fitted on alternate frames in the boiler space and from frame 126 to



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Lithgow's Emergency
Vessel Type Y.

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143 inclusive, as shown on the approved plan. From frame
144 to the collision bulkhead, the reverse ^{braces} should be
6 x 6 x .50 fitted to every frame and forming a girder 14"
in depth.

I am, Dear Sir,

Yours faithfully,

Secretary.

W. Graham Esq.,
Mercantile Marine Department,
BOARD OF TRADE,
Great George Street,
S.W.1.



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