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# Lloyd's Register of Shipping,

High Close, Wiltshire Road,  
Wokingham, Berks.

27th October, 1939.

Dear Sirs,

F. With reference to the call of Mr. Lyras and Mr. Dutton at the Society's London Office regarding the s.s. "GALAXIAS", when they desired to be informed what additions would require to be made to the scantlings to allow an increase in draught of 18", I beg to inform you that the case has been looked into and it is considered that the framing could be accepted for the increased draught, having in view the extra thickness of the shell plating.

To compensate for the deficiency in deck area the stringer plate would require a doubling 42" x 40" for half length amidships, and a local doubling should be fitted at the small bunker hatches.

With the increased draught proposed the Rules would require all the bulkheads to extend to the weather deck.

In the vessel only the collision bulkhead extends to this deck and if the alterations are proceeded with a notation will require to be made in the Register Book as follows:  
"Tween deck bhds except collision bhd dispensed with:  
collision bhd to weather dk 5BH to 2nd dk".

I have to confirm that Mr. Dutton's proposal to close the tonnage opening by a steel plate, with bolts at close spacing, through an angle which would be attached to the present shallow coaming will be approved.

I have to add that in addition to closing the tonnage opening and carrying out the other alterations indicated above, for an increase in draught of 18", the following will be necessary:

1. The freeing ports fitted in the tonnage well and all overboard scuppers which drain the present shelter tween decks should be permanently closed with riveted plates. These spaces should be drained in lieu by scupper pipes led to the bilges.

2. The horizontal stiffeners on the hatchway coamings should be supported by stays or brackets spaced not more than 10 feet apart.

3. Intermediate stiffeners should be fitted to reinforce the exposed machinery casings on the shelter deck.

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"GALAXIAS"

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4. Each sanitary discharge from spaces below the shelter deck should be provided with a positive means of closing it from above the shelter deck, or with two automatic non-return valves without positive means of closing, the upper valve to be so situated that it is always accessible.

5. Suitable provision should be made for rigging life lines which should be available for use in any part of the ship which might have to be used by the crew in the regular working thereof.

If you decide to proceed with the alterations, I shall be obliged if you will be good enough to advise this Office when and at what port they will be effected in order that the Society's Surveyors may be informed and requested to give the matter their attention.

I am, Dear Sirs,  
Yours faithfully,

Clerk to the  
Classification Committee.

Messrs. Lyras & Lemos Bros. Ltd.,  
9, Cannon Street,  
LONDON, E.C.3.



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