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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures.

12th November, 1935.

Dear Sirs,

E. I duly received your letter of the 4th instant, with enclosures advised therein, respecting a new main engine ordered from Messrs. Skandia-Verken A.B., of Lysekil, for the Motorship "LIZZIE & ANNIE", and with regard thereto I have to inform you that, with 2 SCSA oil engines for main propelling purposes, having 2 cylinders, diameter of cylinders 320 mm., stroke 370 mm., span of bearings 428 mm., revolutions per minute 325, maximum pressure in cylinders 20 Kgs. per square cm., M.I.P. 3.85, B.H.P. 130, weight of Flywheel 1145 Kgs., diameter of Flywheel 1050 mm., diameter of propeller 1270 mm. and screw shaft without continuous liner, the following sizes of shafting will be approved, viz:-

Crank	140 mm.
Thrust	109.5 mm.
Screw	103 mm.

The plans showing details of the crankshaft, thrust shaft and screwshaft, also of the shaft coupling and connecting rod, will also be approved. I may say it is noted that the larger air receiver is constructed with electric welding, and, as it is considered essential that fusion pressure vessels be constructed under the supervision of the Society's Surveyors, this cannot be accepted.



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Further, the smaller air receiver does not meet the requirements of the Rules for the proposed working pressure of 20 Kgs. per square cm., but could be accepted for a working pressure not exceeding 17.5 Kgs. per square cm. If this receiver is fitted, the safety valves should be adjusted accordingly.

It may also be noted that the First Entry Report of the existing engine shows the diameter of the intermediate shaft to be 71.5 mm., and this should be replaced by a shaft of not less than 78 mm. diameter.

The letter from the Gothenburg Surveyors, together with the list of spare gear, is returned herewith, and I may say it is concluded the vessel is still engaged in coasting service, and, accordingly, in dealing with the question of spare gear, you should be guided by my letter of the 19th September, 1932.

The plans of larger air receiver are returned herewith (unstamped), together with one set of the remaining plans.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,
HULL.

Secretary.



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