

s.s. "LIZZIE & ANNIE".

IT IS SUBMITTED that with 2 SCEA 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 merit approval, viz:-

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

The plans showing details of the crankshaft, ~~and~~ thrust shaft and screwshaft/also of the shaft coupling, and connecting rod merit approval. The Surveyors should be informed 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.

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

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

The list of spare gear should be returned and the Surveyors informed it is concluded the vessel is still engaged in coasting service, and, accordingly, in dealing with the question of spare gear, the Surveyors should be guided by



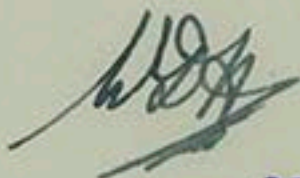
the Secretary's letter of the 19th September, 1932.

Retain plans 6

Return plans.8

Return plans of large air receiver unstamped.

J.D.P.



11.11.35.



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