

9 MAY 1922

E. Iron Motor vessel "LIZZIE" &amp; "ANNIE" Rpt. Hul. No. 33361

The Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also pointing out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points stated in the endorsement. — Extract from Sub-Committee's Report, 24/5/22.

This vessel which was originally classed in the steamer register, but was converted into a barge for towing purposes in 1906, her class in the Sailing Ship Register lapsing, has since been converted into a motor vessel.

With a view to reinstatement of class, the vessel has been placed in dry dock and the requirements of the 3rd S.S. No. 3 complied with, but a kedge anchor requires to be supplied.

The drillings were approved on the 7th April last.

The bottom has been cleaned and coated, rudder rebushed and repairs and renewals effected to reverse frames, bulkheads, hatch covers and afters Etc.

There is no kedge anchor on board, but in view of the fact that the collective weight of the bower anchors <sup>being</sup> is 3 qrs in excess of the Rule weight, the Owners request that the kedge anchor might be dispensed with. *(Weight 1/2 Cwt)*

It is submitted that the vessel appears worthy to have her class 90 A1 reinstated in the Steamer Register Book, with record of survey 4.22 and notation of S.S. Hul. 3rd No. 3-4.22 subject to a kedge anchor being supplied.

⚓ 90 A1

4.22 Hul.

S.S. Hul. 3rd No. 3-4.22

1 dk.

Bk6", 4BH, "Cem"

*The equipment letter formerly was "d" vessel built in Canada.*

*Subject etc.*



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