

M. S. "LIZZIE & ANNIE"

Hul. 33361.

This vessel, which was built in 1877, was originally a ketch and Classed * 90 A.L., but was converted into a tug for towing purposes in 1906, her class in the Sailing Register lapsing in the following year.

Oil engines were fitted in 1913, the vessel being also fitted with sails which have now been reduced, and the Owners desire the re-classification of the vessel as a motor vessel.

The oil engines were built in 1913 by Messrs. Plenty & Co. Ltd., but not under special survey. The sizes of shafting comply with the requirements of the Rules; and a satisfactory report on the machinery has been forwarded.

The vessel has 4 bulkheads and sluice valves are fitted in the engine bulkhead and on the bulkhead between Nos. 1 & 2 holds; these holds are fitted with hand pumps only.

The motor is fitted with one bilge pump and one suction pump in the engine room.

The Rules require that a separate power pump be fitted in each hold and the engine room, and connected with the main engine pump.



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It is submitted that whilst the sluice valves on the bulkheads met with the requirements of the Rules when the vessel was built in 1877, it is considered that now new machinery has been fitted and the vessel submitted for re-classification, the pumping arrangements should be made in accordance with the present requirements.

The Hull Surveyors should be informed that the machinery will be accepted provided a separate power pump be fitted with suctions in each hold and to the main engine pump, and they should endeavour to arrange with the Owner for this to be done.

If the bulkhead between the holds is not watertight, or if the sluice valves on it are removed, ~~it~~ will be required to pump only from the after hold.

ARAT

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the board pump
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