



by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

LS NAME 'CLUTHA RIVER'

REPORT

Nwc. 109566  
" 109025  
Mch. No 14756  
Ion 123617

arks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2 SCSA  
6 Cyl. 28<sup>7</sup>/<sub>16</sub>" - 88<sup>9</sup>/<sub>16</sub>".  
New MN1520.

~~If Boilers fitted with forced draught.~~

Tail Shaft. If fitted with a continuous liner Yes.  
If fitted with an outside gland of approved type No.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 7.6.51 for a service speed of 114 RPM provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 44 and 54 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

Similar calculations for the 75 KW generator set were approved in the Secretary's letter of 30.10.50 for a service speed of 500 RPM.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed + LMC 6.52.

"Carrying Petroleum in Bulk."

2 DB 130 lb.