

REPORT ON OIL ENGINE MACHINERY.

No. 109566

Received at London Office

Date of writing Report 1952 When handed in at Local Office 11 JUL 1952 Port of NEWCASTLE-ON-TYNE

Survey held at NEWCASTLE ON TYNE Date, First Survey 23rd November 1950 Last Survey 13th June 1952 Number of Visits 93

1275 on the Single Screw vessel m.v. "CLUTHA RIVER" Tons Gross 12,323 Net 4,194

HEBBURN ON TYNE By whom built R & W HAWTHORN LESLIE & CO. LD. Yard No. 711 When built 1952

NEWCASTLE ON TYNE By whom made R & W HAWTHORN LESLIE & CO. LD. Engine No. 4098 When made 1952

WALSSEND / TYNE By whom made WALSSEND SLIPWAY & ENG. CO. LD. Boiler No. 1473 When made 1951

7600 MAX. Owners BRITISH EMPIRE STEAM NAVIGATION CO. LD. Port belonging to LONDON

Power as per Rule 7600/5 = 1520 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Service for which vessel is intended FOREIGN OPEN SEA SERVICE

ENGINES, &c. Type of Engines HAWTHORN-DOXFORD OPPOSED PISTON 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 640 LBS/SQ IN Diameter of cylinders 725 mm Length of stroke 2250 mm No. of cylinders 6 No. of cranks 6 THREE-THROW

Indicated Pressure 88 LBS/SQ IN Ahead Firing Order in Cylinders 1.4.2.6.3.5 Span of bearings, adjacent to the crank, measured BETWEEN EACH 2220 mm

Is there a bearing between each crank 3-THROW Revolutions per minute 114

Wheel dia. 2355 mm Weight 2.89 TNS Moment of inertia of flywheel 0.964 Means of ignition COMP. Kind of fuel used HEAVY OIL

Journal dia. of journals as fitted 555 mm Crank pin dia. 560 mm Crank webs Mid. length breadth 820 mm Thickness parallel to axis 315 mm

Wheel Shaft, diameter as fitted Intermediate Shafts, diameter as fitted 17 1/2" Thrust Shaft, diameter at collars as fitted 500 mm

Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner YES

Liner thickness in way of bushes as fitted 7/8" Thickness between bushes as fitted 13/16" Is the after end of the liner made watertight in the after boss YES

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner IN ONE LENGTH

Is the space charged with a plastic material insoluble in water and non-soluble in oil YES

If two liners are fitted, is the shaft lapped or protected between the liners YES Is an approved Oil Gland or other appliance fitted at the after end of tube shaft YES

Length of bearing in Stern Bush next to and supporting propeller 6'-9 1/2"

Propeller, dia. 18'-6" Pitch 13'-4" No. of blades 4 Material M. BRONZE whether moveable NO Total developed surface 145 sq. feet

Moment of inertia of propeller 10.03 TNS FT/SEC^2 Kind of damper, if fitted DOXFORD-BIBBY DETUNER (OVERLEAF)

Method of reversing Engines HAND LEVER AND COMPRESS. AIR Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES

Means of protection FORCED Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves YES

Are the exhaust pipes and silencers water cooled YES Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned to the engine NONE

Cooling Water Pumps, No. 2 F.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Pumps worked from the Main Engines, No. NONE Diameter - Stroke - Can one be overhauled while the other is at work YES

Bilge pumps connected to the Main Bilge Line No. and size 1 BILGE P. & 1 BILGE & GS P. EACH 100 TNS/HR. How driven STEAM

Is the cooling water led to the bilges NO If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Oil Pumps, No. and size 2 EACH 80 TNS/HR Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 EACH 80 TNS/HR

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both main bilge pumps and auxiliary pumps, No. and size: 4" PORT: 4" STARB: 4" AFT WELL. FWD. CNTR. & AFT COFF. 2 1/2" EACH. In pump room ONE 2" (FOR P.P.)

Discharges, No. and size FOR HOLD: ONE 2 1/2" P ONE 2 1/2" S

Independent Power Pump Direct Suctions to the engine room bilges, No. and size ONE 6" & ONE 5" PORT SIDE & ONE 6" STARB SIDE. E.R.

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes YES Are the bilge suction pipes in the machinery spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Are all Sea Connections fitted direct on the skin of the Ship YES Are they fitted with valves or cocks YES Are they fixed entirely high on the ship's side to be seen without lifting the platform plates YES

Are the overboard discharges above or below the deep water line ABOVE

Are they each fitted with a discharge valve always accessible on the plating of the vessel YES Are the blow off cocks fitted with a spigot and brass covering plate YES

Are the pipes pass through the bunkers YES How are they protected

Are the pipes pass through the deep tanks YES Have they been tested as per Rule

Are all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times YES

Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another YES Is the shaft tunnel watertight YES Is it fitted with a watertight door YES

Is the vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork YES

ENGINE No. of stages - diameters - stroke - driven by -

Auxiliary Air Compressors, No. TWO No. of stages THREE diameters 200 CU. FT. FREE AIR / MIN. stroke driven by STM. ENG.

Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -

Is provision made for first charging the air receivers DNKY. BLS & STEAM DRIVEN COMPRESSORS

Enging Air Pumps, No. THREE diameter 1700 mm stroke 620 mm driven by LEVERS FROM NOS 4, 5 & 6 ENG.

Auxiliary Engines crank shafts, diameter as per Rule APPROVED No. 2 STEAM DRIVEN & 1 DIESEL DRIVEN

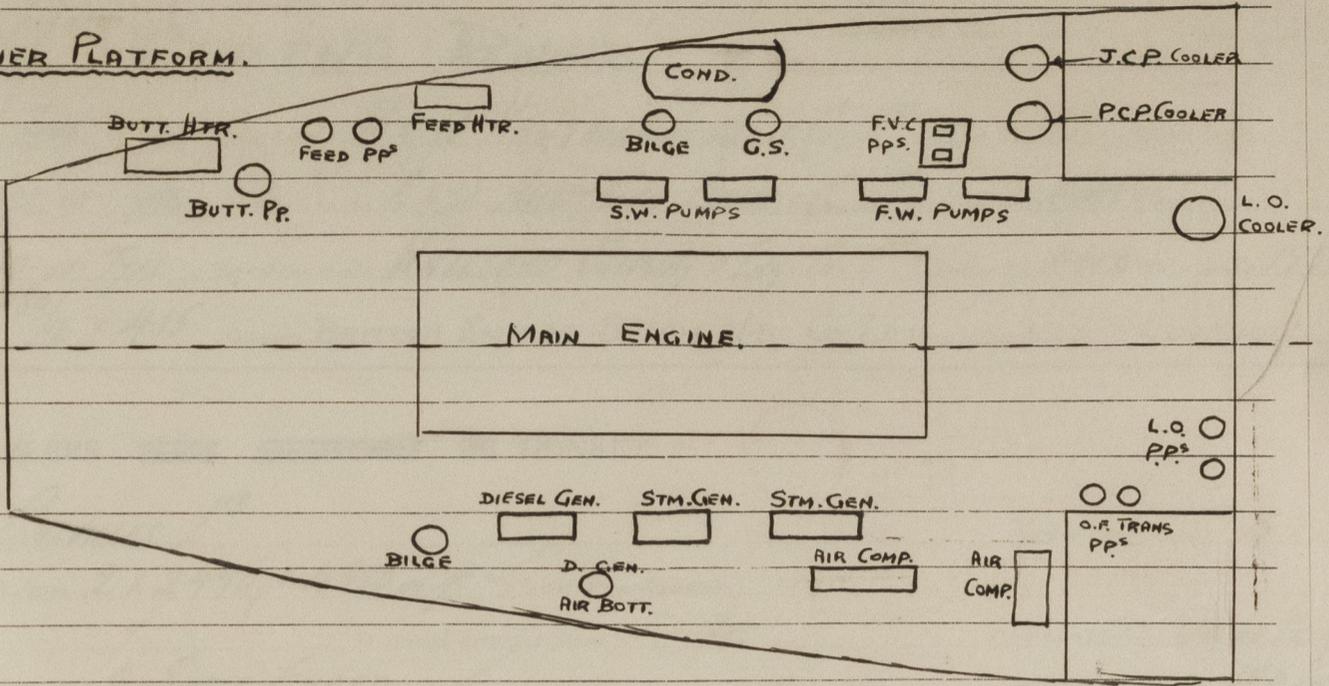
Are the auxiliary engines been constructed under special survey YES Is a report sent herewith YES (MAN. 14756 & LON. 123617)

17.5
18.0
9.5
190
1951 JAN 29 11.12
1951 FEB 13 19.12
1951 MAR 23 24.25.26
1951 APR 28 28 MAY 1.2.4

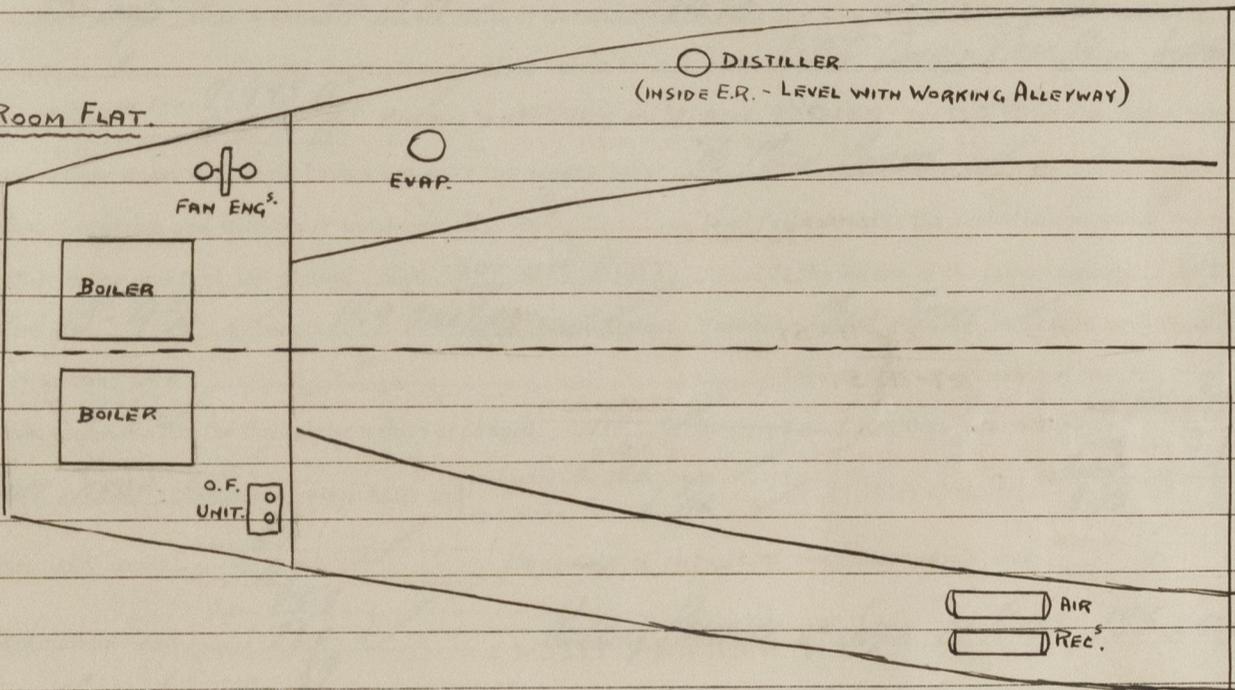
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The Register
Foundation

M.V. "CLUTHA RIVER"
ARRANGEMENT OF AUXILIARIES

LOWER PLATFORM.



BOILER ROOM FLAT.



T. Shonis

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.

under Spec
and
under
condition
able for
0 LBS/□":

T. Shonis
Lloyd's Register of Shipping