

s.s. 'PAMIR' & 'PASSAT'

This case has previously been dealt with in the Secretary's letter of the 12th ultimo. A revised design of propeller has now been submitted for approval.

IT IS SUBMITTED the Dusseldorf Surveyors be informed that the revised design of propeller (No. OC0541) submitted with their letter of 26th ultimo merits approval for a service speed of 350 r.p.m. while absorbing 714 Shaft Horsepower. Under these conditions the working stresses are estimated to be:-

Maximum Compressive Stress in Root Section 5288 lbs/in<sup>2</sup>.

" Tensile Stress in Root Section 4952 lbs/in<sup>2</sup>.

The Surveyors should be requested to indicate to Messrs. Ostermann & Cie (their letter 21.6.52.) that the Firm's calculated value of 1180 Kg/cm<sup>2</sup>. compressive stress indicated on their plan No. OC0531 is estimated to be 1060 Kg/cm<sup>2</sup>.

In view of the increased propeller inertia the 1-node 6th order torsional critical now is calculated to occur at 300 r.p.m. approx. Torsiograph records should be taken on completion to determine that the vibration stress in the screwshaft is satisfactory for continuous operation. 22.7.52.

Return 1 copy of plan OC0541.

*M. Sultan*

*ln 29/7*

*See also torsional endorsement.*

*Bk. Batten*



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