

S.S.S. "PAMIR" and "PASSAT"

Engineers:

Howaldtswerke

IT IS SUBMITTED the Hamburg Surveyors be informed the torsional vibration characteristics of the shafting installation of the auxiliary propelling machinery have been re-examined in conjunction with the (Engine Builder's) diagrams showing estimated stresses and recommended restricted ranges of revolutions when the new propellers having $GD^2 = 416 \text{ kgm}^2$ are fitted, and merit approval for a service speed of 350 R.P.M. provided:

1. A notice board be fitted at the control station stating that the engine is not to be operated continuously
 - a) in the case of "PAMIR" between 291 and 314 R.P.M.
 - b) in the case of "PASSAT" between 291 and 308 R.P.M.
2. The engine tachometers be marked accordingly; ~~or~~ alternatively, and preferably, provided torsigraph records are taken after fitting the new propellers for the purpose of determining whether stresses in the straight shafting arising from the 1-node 6th order critical speed calculated to occur at about 300 R.P.M. are satisfactory for continuous operation.

Such records may be taken from one ship only and together with full particulars forwarded to this Office for examination.

Al
Advise Dusseldorf Surveyors.

Return 2 sets of Firm's calculation sheets.

Retain 1 set of Firm's calculation sheets in Torsional Files.

Cha.
29th July, 1952.

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