

EXTRACT FROM A LETTER.

M.T. "FOSSA" - Our Engine E618.

Our attempt to torsigraph this installation was not very successful due to the cyclic speed variation of the engine at the lower RPM and also due to the fact that 3.1 is the lowest pen magnification we can obtain on our instrument.

The record does show that the calculated frequencies for the 1 and 2 Node criticals are reasonably correct and that there are no 2 Node criticals of importance in the running range. The 1 Node 6th Order occurs between 120 and 130 RPM but the magnitude is impossible to assess from the record obtained, nor is it possible to draw a curve showing the gradual rise of the stress up to the critical as the cyclic variation of the engine speed shows itself in the record up to 170 RPM. We therefore find that we are unable to confirm our estimated value of the stern shafting stresses.

There is already a notice board fitted in the engine room of this vessel blanking off the speed range from 110-150 RPM.

Before putting in hand the preparation of any critical notice boards for these vessels we shall await your final approval of the torsional vibration characteristics of these installations and your decision regarding which blanked speed range you wish to put on the M.V. "TEAL".

Yours faithfully,
for BRITISH POLAR ENGINES LTD.
(sgd) R.E. Ellis)

Technical Manager.



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