

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

ENCLOSURES

31st May, 1950.

Dear Sirs,

With reference to previous correspondence respecting the Motor Tanker "RINGFJELL", owned by Messrs. Ringdals Rederi A/S, I have to acquaint you that the Committee have had before them a report from the Kiel Surveyors (March/April last), from which it is noted that lead sheathed electric cables have now been fitted in accordance with the Rules. The vessel has also been examined in drydock, the Continuous Survey of the oil engines advanced, the Donkey Boiler Survey held and the screwshafts and intermediate shafts have been replaced by new shafting of larger diameter in order to raise the torsional natural frequency.

The shell riveting referred to in your letter of the 16th February last was examined and found satisfactory, and the Surveyor states that no repairs in that area are considered necessary at this time.

The vessel's class has now been reinstated:-
*100A1 "Carrying petroleum in bulk", and appropriate notations of survey have been assigned including both SN (both screwshafts renewed) 3,50 C.L., DBS 4,50. Two certificates are enclosed herewith, which I shall be glad if you will transmit to the Owners.

I have to add that the torsional vibration characteristics of the new shafting have been approved for a service speed of 140 RPM, provided the governor be adjusted to prevent the engine speed rising above 150 RPM and the engine tachometer be marked accordingly. In addition, a strong recommendation has been made that torsiongraph records should be taken from the completed installation in service. This matter has been taken up with the engine builders, Messrs. Burmeister & Wain of Copenhagen, who it is understood have been in communication with the Owners on the subject. I shall

however be glad if you will draw the Owners
special attention to this recommendation.

Yours faithfully,

Clerk to the
Classification Committee.

The Surveyors,
OSLO.



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