other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this f

SHIP: M.T. "RINGFJELL"

CASE NO: 209 X

SHIPBUILDERS:

Yard No

ENGINEERS:

Eng.No
Order No
Contr.No

IT IS SUBMITTED the Messrs Burmeister & Wain ~~Kiel~~ ~~Surveyors~~ be informed the torsional vibration characteristics of the shafting installation of the main Machinery have been examined in conjunction with Messrs. Burmeister & Wain's ~~the Engine Builders'~~ calculations and merit approval for a~~n engine~~ service speed of 140 R.P.M. provided the governor be adjusted to prevent the engine speed rising above 150 RPM, and the tachometer be marked accordingly.

It is concluded that the minimum diameter of the thrust shaft is 318 mm as given on the calculation sheet, but this should be confirmed.

It is strongly recommended that torsiograph records should be taken from the completed installation for the purpose of confirming the exact position and magnitude of the flank of the 1-node 3½ order critical speed.

GR
Cha.
14.4.50.

Dr 17/4

Advise Kiel ~~Messrs. Burmeister & Wain~~ Surveyors ~~Surveyors~~
~~Forward~~
~~Return~~ 2 sets of Firm's calculation sheets. {1 to B&W, 1 to Kiel}
Retain — set of plans/Firm's calculation sheets meanwhile.
Retain / set of Firm's calculation sheets in Research Files.

012439-012445-0285

012439-012445-0287½

Cont./

Special Damage or Repair Fee (If any)

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