



71, Fenchurch Street,  
London, E.C. 3.

16th July 1940.

Dear Mr. Ritchie,

With reference to Galveston Report No. 3895 on the T.S.M.V. "KROSSFONN", it is noted that Mr. Rennie has suggested that the intermediate and screw shafts of this vessel should not be examined for a further 18 months. In this connection I have to say that the engines of this vessel are subjected to a very heavy torsional vibration stress over the speed range shown by the attached diagram. Further, this vessel has already fractured 4 screwshafts and one intermediate shaft.

Whilst it is agreed that much can be done by avoiding the bad range of speed, viz:- 110 to 120 r.p.m., it has yet to be established that this range can be passed through without damage to the shafting.

In the circumstances, I think it well to require as a condition of classification that the intermediate and screwshafts of this vessel should be examined yearly for a further 2 years, i.e. in 6,41 and 6,42, and in the event of no damage being found during this period the limitation to class might be withdrawn.

With kind regards,  
Yours sincerely,

G.D. Ritchie, Esq.,

WOKINGHAM.

*S. J. Dorey*

P.S. There is no need to return the enclosed sketch, as I have a photostat copy.

*P.S. Recommendations were made for stepping up the shafting but as owners wanted B & W to pay for this nothing was done. The engineers appear to be doing their best but the wide speed range of speed in 105 to 130 rpm must be rather difficult to avoid. S.J.D.*