

COPY

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

1st August, 1946.

Dear Sir,

M.S. "SAULT-AU-MOUTON"

S. I have to acknowledge receipt of your letter of the 20th ultimo enclosing a copy of Messrs. Fairbanks Morse & Company's calculations of the torsional vibration characteristics of the main propelling machinery fitted in this vessel and I have to inform you these calculations have been examined and have been approved for a normal service speed of 400 R.P.M., provided a notice board be fitted at the engine control station stating that the engines are not to be run continuously over the speed range from 174 to 209 R.P.M. inclusive, and the engine tachometer be marked correspondingly.

I think it well to explain that this requirement is considered necessary since the Society's calculated value of vibration stress in the $4\frac{1}{4}$ " screwshaft due to the 5th order 1-node major critical occurring at 191 R.P.M. is appreciably in excess of the figure of $\pm 2,740$ lb per square inch given by the Engine Builders. A copy of Messrs.

The calculations have been retained in this office for reference.

Yours faithfully,

Clerk to the
Classification Committee.

The Principal Surveyor,

NEW YORK.

P.S. This vessel has been classed ~~AL~~ ^{AL} with notations as recommended by the Montreal Surveyors and an endorsement has been made on the Machinery Certificate regarding the above critical speeds.

Lloyd's Register
Foundation

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