

COPY

# LLOYD'S REGISTER OF SHIPPING

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

Telegrams: Committee, London, Telex  
Telex No.: 24305

Telephone: ROYal 9166

Reference - WLC/NM

31st January, 1961.

Enclosure.

Classen(S)  
YHC

Dear Sirs,

Motorships "GOLDEN COMET" and "SILVER COMET"

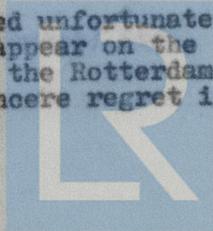
I am much obliged to you for sending here copies of your letters addressed to the Society's Surveyors at Rotterdam on the 20th and 27th instant concerning these ships.

We are very disturbed to learn that you took delivery of the "SILVER COMET" not knowing that we had recommended a speed restriction on the main engines and the Chairman of the Classification Committee has asked me to set forth the position from our angle.

The torsional characteristics of the main engines in these ships were approved in July, 1960, when a speed restriction of 170 to 205 RPM was imposed in way of the 1-node 4th order major critical speed, as stress in the screwshaft arising from this critical was calculated to be higher than considered satisfactory for continuous operation. This speed restriction was also recommended by the Engine Builders.

Our Rotterdam Surveyors were advised and asked to arrange for the Builders to inform the Owners of the position, and we later heard that this had been done. As no objection to the restriction was raised by the Owners it was assumed that our recommendation would not cause undue inconvenience in the operation of the ship and, accordingly, no further action was taken from this office.

It is indeed unfortunate that reference to this matter did not appear on the provisional Certificate originally issued by the Rotterdam Surveyors on the 23rd November and sincere regret is expressed for this



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LONDON OFFICE

# Lloyd's Register of Shipping

and with THE BRITISH CORPORATION REGISTER

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Motorships "GOLDEN COMET" and  
"SILVER COMET"

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1961

mistake. Nonetheless it is not considered that this omission alone should account for the fact of your being unaware of the barred speed range.

As requested by you, I forward herewith a photostat copy of the torsional vibration calculations. You will have noted from the Rotterdam communication of the 24th instant that torsiongraph readings were not required at the trials. I would also confirm that the critical speed range is 170 to 205 RPM and not as stated in the Master's letter.

I am sure you will know that we shall be pleased to co-operate with you in any way possible with a view to arriving at a satisfactory solution to this problem; and will appreciate that the position of the critical in the speed range can be altered, or even the need for the speed restriction obviated by suitable changes to the dynamic system, i.e. the propeller, fly-wheel and/or shafting. As both the ships are completed it would seem preferable in the first instance, to ascertain the exact magnitude and position in the speed range of the critical under consideration by means of actual torsiongraph measurements with a view to minimising any alterations required.

If you propose to pursue this question further, you will doubtless write me again in due course.

Yours faithfully,

c.c.Rot.

Clerk to the  
Classification Committee.

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