

T.V. Case No. 482Y

m.v. "GOLDEN COMET", Sheepswerf de Waal.

Yard No. 670

m.v. "SILVER COMET", Arnhemsche Sheepsbouw.

Yard No. 400

Main Engines, MAN type G &amp; V 40/60

Eng. Nos. 405304/5.

Calculations of the t.v.c's were first received in this Office on 22.7.60, submitted with Messrs. Rollo N.V. letter of same date by express post, stating that the yards are in urgent need of approval. A further copy of these calculations was also submitted with the Augsburg Surveyors' letter of 21.7.60, received in this Office on 25.7.60.

The t.v.c's were approved in the Secretary's letter of the 28.7.60 addressed to Messrs. Rollo N.V. (cc. to Augsburg Surveyors). A speed restriction 170-205 RPM was imposed in way of the 1-node with 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.

The Rotterdam Surveyors were advised with a copy and asked to arrange for the Owners to be advised by the Builders of the speed restriction and confirm to this Office when this has been done - confirmation given in the Rotterdam Surveyors letter of 31.8.60 received on 2.9.60.

As no objection to the speed restriction has been raised by the Owners, it was assumed that this restriction would not cause undue inconvenience in the operation of the ship, and accordingly, no further action was taken from this Office.

The position of the critical in the speed range could be altered, or possibly the need for the speed restriction obviated by suitable changes to the dynamic system, i.e. the propeller, fly-wheel and/or shafting. As the ships are completed, however, it would be preferable in the first instance to ascertain the exact magnitude and position in the speed range of the critical under consideration by means of torsiongraph measurements with a view to minimising any alterations required.

A photostat copy of the torsional vibration calculations is attached. No torsiongraph records are available in this Office.

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The reference to speed restriction 160-210 RPM is not understood.

It should be noted that when calculations of the t.v.c's submitted <sup>after</sup> when the shafting installation is virtually completed, any changes to the dynamic system are likely to involve due delay and expense.

*cha.*  
26th January, 1961.

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