

COPY

ATLAS DIESEL COMPANY LTD.

Beresford Avenue,

WEMBLEY, Middlesex.

8th February, 1946.

1671/216 GFT.

Messrs. Clelands Successors Ltd.,
WALLSEND.

RE: M.V. "KILLURIN".

Dear Sirs,

We have to refer to your favour of the 31st ultimo and to the enclosed copy letter received from Lloyds Register of Shipping, Newcastle-on-Tyne regarding torsionograph tests taken on the above vessel.

In reply to this copy letter we would say that the diameter of the driving pulley is similar to that of a torsionograph pulley, i.e. 148 mm.

With regard to the timing pen frequency, we would say that in the past it has been found to be so erratic, being very much dependent on forcing vibration effects, that the works do not use it for obtaining the R.P.M. but depend almost entirely on the engine tachometer. As this latter is the engineers indication of R.P.M., any errors in it will be automatically allowed for where certain speed ranges have to be avoided and is, therefore, in our opinion, preferable.

Referring to the torsionograph record taken on the main engine of the above vessel, the timing pen frequency at the 10th order critical was approximately 1480 V.P.M. and at full speed 1420 V.P.M. these figures being reduced from engine tachometer speed.

We trust that the information given above will be sufficient for Lloyds requirements, but are at their disposal for any further information which may be required.

Yours faithfully,
ATLAS DIESEL COMPANY LTD.

G.F. Temple.

Diesel Engine Department.

W1027-0177

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Foundation