

COPY.

ATLAS DIESEL CO. LTD.

BERESFORD AVENUE,

WEMBLEY, MIDDX.

15th March, 1946.

1671/216
GFT.

Goole Shipbuilding & Repairing Co. Ltd.,
GOOLE.

Re: M/V "KILLURIN"



Dear Sirs, We have taken up with the works the question of the vibration stress in the above engine to which Lloyd's are taking exception and they inform us that as the flywheel is situated at the nodal point, alterations to the flywheel inertia will not affect the one node critical. In the circumstances, therefore, the only alternative would be to fit a new propeller shaft but this does not appear to us to be a practical solution of the problem as it would, of course, entail, the possibility of fitting a new sterntube.

It therefore appears that one of two courses are open, either to run the engine at the reduced revolutions or take up the matter again with Lloyd's and persuade them to re-consider their decision.

We very much regret that we are unable to be more helpful but would suggest that before Lloyd's insisted upon the design of cone on the propeller shaft now fitted they should have ascertained the influence which this would have upon the critical speed position.

LIFON

Yours faithfully,
(Sgd) G.F. Temple.

Diesen Engine Dept.



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Lloyd's Register
Foundation

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