

CASE NO.

SHIPBUILDERS: Messrs. *Cochrane & Sons*

Yard No: 1319

ENGINEERS: *Ruston & Hornsby*

Engine No: 13/450053

TYPE *8VGBXM*IT IS SUBMITTED the *Nottingham* Surveyorsbe informed the torsional vibration characteristics of the *amended*
dynamic system for the
main machinery (intended for the above vessel) havebeen examined in conjunction with the *Firm's*calculations and found satisfactory *provided torsigraph**records taken by this Society indicate that the*
stresses in the crankshaft arising from the 8th order
2 node critical speed at 300 r.p.m. and the 8th
order 3 node critical speed at 351 r.p.m. do not
*exceed $\pm 3,000$ lbs/sq. in.**Further, the one node torsional vibration*
characteristics are considered satisfactory
provided a notice board is fitted at the control
station stating that the engines of this vessel are
*not to be run continuously below 130 r.p.m.*Return - plan(s) and - Firm's calculation sheet. *G.H.J. T.S.*

Retain - cop(ies) of plan

13-2-46.

Retain | cop(ies) of Firm's calculation sheets in Research Files.

The plan No 13762 of stern tube is noted in order and Plan No 14861
of straight shafting is similar to that appd in Deys letter of the 7/12/45
addressed to Hall Lunnys - These plans should be returned to
*Nottingham Lunnys**Lt 15/2*Register
Foundation
14/12/46