

8th January, 1947.

Dear Sir,

Motorships "MAYGLEN", "MAYMERE" & "MAYSTAR"

With reference to my letter of the 12th November last on the subject of the torsional vibration characteristics of "C" type coasters, Enterprise main engines, in which it was stated that the service speed should be reduced from 300 R.P.M. to 290 R.P.M. before approval could be given, I would remark that the calculations then made were for engines developing 400 B.H.P. at 300 R.P.M.

Reports Nos. 6087, 7016, 7017 on engines for the above named vessels have now been received from the Montreal Surveyors and these reports indicate the engines as 500 B.H.P. at 400 R.P.M.

Before these reports are submitted to the Committee, confirmation, or otherwise, is desired in regard to the B.H.P. and R.P.M. now given, also information as to whether torsionograph records have been obtained and forwarded. I shall therefore be glad to receive any remarks you may have to make on these points.

It is thought well to add that with the particulars of torsional vibration characteristics of the system as given the stresses are considered to be excessive for any designed service speed between 300 and 400 R.P.M.

I would take this opportunity to remark that a reply is still awaited to my letters of 25th October and 9th December last regarding the torsional vibration characteristics of the "OTTAWA MAYSRING".

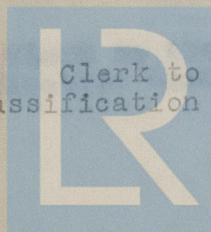
Yours faithfully,

Clerk to the
Classification Committee.

The Principal Surveyor,

NEW YORK.

(C.C. to Montreal).



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