

28th March 1949.

Dear Sirs,

m.v. "PALUDINA."
Swan Hunter & Wigham Richardson Yd.No.1771
Wallsend Slipway & Eng.Co. Con.No.1007.

I have to inform you that the torslograph records forwarded with your letter of the 19th instant in respect of the above installation have been examined, it being assumed that the same were taken from the forward end of the engine, using 3 to 1 magnification and 148 m.m. diameter driving pulley. Your confirmation of this is, however, desired.

The maximum stress due to the 1 node 6th order critical speed is estimated from the records to be less than ± 3000 lb/in.² and accordingly, it is considered that the notice board, stating that the engine is not to be operated continuously between 95 and 100 R.P.M. is not required.

Attention, however, might be drawn to the desirability of avoiding prolonged operation at the critical speed.

Yours faithfully,

The Surveyors,
NEWCASTLE.

pro. Secretary. *R*



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