

w285-0152(112)

TRANSLATED COPY.

NYDQVIST & HOLM A.-B.,

Trollhättan, 13th June, 1939.

Lloyd's Register,

Gothenburg.

Dear Sirs,

Re. classification of motor MG-7 for a Norwegian
Cargo Vessel.

With reference to yesterday's telephone conversation between your ~~name~~ Mr. Townshend and our Mr. Faerden we beg to confirm that at the end of January last we received an order for a motor of type MG-7 to be installed in the Norwegian cargo ship "Lloyd" owned by D/S A/S Veritas, Arendal. We have now just received a statement that the motor will not be installed in this ship, but in another which is classed in Lloyd's Register. The name of the latter ship is not stated.

The crank shaft for the motor has arrived here to-day and has been manufactured by the Skoda Works. As it would cause us very great difficulties if this shaft could not be accepted by you, we respectfully request that you will approve the Germanischer Lloyd certificate for the shaft. The customer ^{urgently} requires the motor and we estimate that, with the shaft now available, the motor could be delivered from the works at the end of July. If a new crank shaft is ordered it would involve an extension of the time of delivery by 4 - 5 months, which we cannot get the customer to accept. We have not yet received the Germanischer Lloyd certificate

for the crank shaft, but we shall have pleasure in forwarding it as soon as it comes to hand.

The two starting air receivers for the above motor have already had material tests carried out by the Germanischer Lloyd's representative in Avesta, but the final tests have not yet taken place. It was intended that they should take place at the end of this week. We would be glad if you could approve the air receivers in question with a certificate in respect of the material tests from the Germanischer Lloyd. The final tests could naturally be carried out by you.

As the Germanischer Lloyd only require one lubricating oil pump, it was intended to equip the motor with only one pump. The reserve lubricating oil pump will probably be in the form of a separate electrically driven pump. It is not likely that this pump equipment can be procured in a sufficiently short time, therefore we also desire to know if the ship can be allowed to dispense with this reserve lubricating oil pump until it has been delivered.

The engine MG-7 is a 7 cylinder 2 stroke single acting motor, which at 325 R.P.M. develops normally ^{B.H.P.} 455 E.H.P. The mean effective pressure of the motor is 4.35 kg/cm² at normal full load. The distance between two adjoining bearings is 484 mm. centre to centre. The compression is 30-31 kg/cm² and the highest combustion pressure about 45 kg/cm².

We enclose herewith a drawing of the crank shaft, in triplicate, and a drawing of the two air receivers, also in triplicate.

We respectfully request your esteemed consideration.
/Sgd./