

(Translation).

DEUTSCHE
SCHIFF- UND MASCHINENBAU AKTIENGESELLSCHAFT
WERK: ACT.GES."WESER".

Bremen , 13, 29th April, 1938.

Messrs. Nylands Verkstad,

OSLO.

Dear Sirs,

"THODE FAGELUND" Exhaust Turbine DT 573;
Your letter of the 26th inst.

We beg to refer to our interview of the 27th instant with regard to the inspection of the connection of the thrust shaft and of the muff-coupling.

We beg to confirm that we are still of opinion that this connection is and should be a permanent connection, and that it is therefore absolutely indispensable that the individual parts - cone end of the thrust shaft, and cone coupling, as well as the fitting of same - should be carried out in an entirely satisfactory manner.

For your information we are enclosing herewith two copies of letters from the correspondence we have exchanged with our representatives in Great Britain on this subject, and from which you will see how we have explained the matter to them.

To our knowledge a removal of the muff coupling with inspection of the cone end of the thrust shaft has only been carried out when faults in the execution were definitely proved by the loosening of the coupling on the cone end, or by the shifting of the keys, etc.

In our opinion a removal of the muff coupling is not necessary in the present case, especially as defects of the kind mentioned have never been observed by the engine room staff of the

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"THODE FAGELUND".

The cone coupling of the s.s. "THODE FAGELUND" is of the stronger type which we have now adopted in order to prevent the recurrence of the difficulties which we experienced in a small number of cases with our British representatives.

We beg to enclose herewith a drawing of this coupling- plan No. M2-57051 - for your use.

We are Dear, Sirs, etc.



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