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The Leith Hull and Hamburg Steam Packet Co. Limited.

LEITH REGISTER

LONDON

REC MAR 7 1916

ANSD

Chk Rf
M

James Currie & Co. Managers.

16 Bernard Street.

Leith

6th March, 1916.

Telegraphic Addresses.

Telephone Numbers.

LEITH CURRIE

MANAGERS 807 & 808
OFFICE 407 & 408
VICTORIA DOCK 643 & 644
HULL WHARF 586
NEWCASTLE & SUNDERLAND WHARF 479

GRANGEMOUTH CURRIE

36

GLASGOW PACKET
DO. (PORT DUNDAS)

CENTRAL 5823 (3 LINES)
DOUGLAS 2113

NEWCASTLE PACKET

OFFICE CITY 67 & 68
WHARF CITY 68*

HULL PACKET

470

SUNDERLAND PACKET

OFFICE 651
WHARF 645

DUNDEE ALEXANDER

235 & 236

When replying please refer to

M. 4967.

"SCOTT'S" CODE 1896 9TH EDITION, REPRINT 1899.

"SCOTT'S" CODE 1906 10TH EDITION, REPRINT 1909.

The Secretary,
Lloyd's Register of Shipping,
71 Fenchurch Street,
LONDON. E.C.

Dear Sir,

"STETTIN": Thrust Shaft.

We beg to refer to correspondence in regard to the Thrust Shaft supplied to this Company's steamer "STETTIN" at Lisbon in September last. As mentioned in our letter of 24th January, the vessel is frozen up at Archangel, and she is not likely to leave that port before the end of May. The port of destination is London. We beg to enclose herewith drawing of her shafting, from which can be obtained the particulars of the Thrust Shaft which failed last year. We also send a blue print obtained from Messrs Scott & Co., Greenock, of the Crank Shaft provided by them (which was, later, removed from the steamer "MALANGE") and from the forward end of which the Thrust Shaft for the "STETTIN" was made. We have also obtained from Lisbon a circular cutting from the Shaft

To Lloyd's Register of Shipping.

Date 6/3/16.

which was turned down to be made suitable for the "STETTIN", and we shall be glad to send it to London for your inspection, if desired. We trust that after further consideration, and, if needful, examination of the Shaft after the "STETTIN'S" arrival in London, your Committee will see its way to withdraw the requirement of a new Shaft.

We may be permitted to add that Messrs H. Perry & Son, Lisbon, who provided the "STETTIN" with the Shaft, write as follows:-

"We were convinced of the good quality of the material, having previously employed the same kind of material on similar work with successful results. We cut the above thrust shaft from the longer end of the "Ambaca's" (that is the "Malange's") crank which was condemned not through defective shafting but through faulty construction."

Yours truly,

James Currie & Co.
J. M. McDonald

Referred to the Chief Engineer Surveyor,

Also for Mr. S. A. Hill to note

MAR 7 1913