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The Leith, Hull and Hamburg Steam Packet Co. Limited.

LOYD'S REGISTER

LONDON

REC'D MAR 7 1916

ANSD

24

James Currie & Co. Managers.

16 Bernard Street

Leith 6th March, 1916.

Telegraphic Addresses	Telephone Numbers.
LEITH CURRIE	MANAGERS 807 & 808 OFFICE 401 & 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. Parry & 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.
p. m. W. Donath

Referred to the Chief Engineer Surveyor,

W.A.

Also for Mr. S. A. Hill to note

MAR 7 1898

James Smith
per Mr. Hill

Yours truly,

defective shelling but through fault, construction
to the "Wainwright's" trunk which was contained not through
shells from the longer end of the "Ambrose's" (that
similar work with successful results. We cut the above
having previously employed the same kind of material on
"We are convinced of the good quality of the material,
follows:-

station, who provided the "STETTIN" with the shaft, write as
We may be permitted to add that Messrs "H. Perry & Son,
replacement of a new shaft.

in London, your Committee will use its way to witness the
needful, examination of the shaft when the "STETTIN" arrives

desired. We trust that after further consideration, and, if
we shall be glad to send it to London for your inspection, if

which was found here to be made suitable for the "STETTIN", and

to Lloyd's Register of Shipping.

2/3/98

2/3/98