

# LLOYD'S REGISTER OF SHIPPING

RJB/MT 5th Floor, Commercial Union Building,  
No. 1 Telegraph Street (P.O. Box 480),

BY AIRMAIL

Singapore, 1

Telegrams: Surveyor

22nd February, 1962. Telephone Nos. 95861 & 75112

The Secretary,  
LONDON.

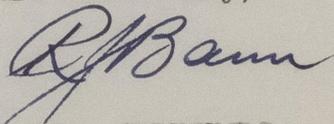
Dear Sir,

M.V. "GEORGIOS K" now named  
"LAUT MAS"

In reply to your letter of the 19th instant querying the final diameter of the tailshaft, the wording of our Report No.15354 should **have** been "The final diameter (after machining) at the after bush being 6 $\frac{1}{4}$  inches" and we should be grateful if you would amend our report accordingly.

This shaft, which was less than two years old, was machined at this time to within 1/8" of the diameter at the large end of the propeller cone and the Owners were concerned that further reduction in diameter would not be acceptable. However, your letter of the 1st February has indicated that the shaft could be reduced considerably - though a smaller bore propeller would, of course, be necessary.

Yours faithfully,



FOR THE SURVEYORS.



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Lloyd's Register  
Foundation

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26 FEB 1962

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REPORTS

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REPORTS

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NON RE SUAVITATE

course, be necessary. Accordingly, we should be certain in your report about the report (either mentioning) of the error and being at inches and of our report no. 12322 should have been. The final diameter exceeding the final diameter of the container, the working in reply to your letter of the 14th instant.

not be necessary. However, your letter of the 1st were concerned that in your report in diameter would as the large end of the bore. However, one of the diameters was mentioned at the time to within 1/8" of the diameter.

M. A. "PROFESSOR" K. non vobis

DESK 211



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TELEGRAMS 214300

25th February, 1925. TELEGRAMS 214300 & 21113

Singapore, 1  
No. 1 Telegraph Street (P.O. Box 480),  
1st Floor, Commercial Union Building,

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