

THE  
**WALLSEND SLIPWAY**  
& ENGINEERING COMPANY  
**LIMITED.**

HEAD OFFICES & WORKS,  
\* WALLSEND.  
LONDON OFFICE,  
\* 30, GREAT ST HELENS, E.C.

J.S.

GRAVING DOCK 540 FEET LONG.

TELEGRAMS "WALL" NEWCASTLE-ON-TYNE.

TELEPHONE NOS:-  
NATIONAL, { 117 TO 122 WALLSEND.  
(6 LINES)

POST OFFICE, 412 NEWCASTLE.

CODES USED:- BENTLEY'S COMPLETE PHRASE.  
A.B.C. 5TH EDITION.

WALLSEND-ON-TYNE.

(Friday) March 29th, 1912.

ENCL

Dear Mr. Milton,

Referring to the conversation we had yesterday regarding the tail shaft for our No. 690 Contract, S.S. "BIRMA", on my return to the works this morning the matter was investigated, and enclosed I send you a blue print shewing the shaft as originally made for the vessel, and to which the propeller boss, etc. was fitted.

When the vessel was sold to the present Owners they asked for a ~~liner of this~~ <sup>liners</sup> shaft to be fitted on the cederval principle, running in cast iron bushes lined with white metal and flooded with oil.

It was considered that if the cone at the outer end of the shaft was ample for the work, it was quite unnecessary to make the central portion of the shaft any heavier, seeing that the portion that runs in the white metal was left sufficiently large to admit a further turning at any time should this be found necessary.

It has to be borne in mind that the question of corrosion has not to be safeguarded against with this type of shaft as is



Wallsend Slipway & Engineering Co., Ltd.,  
Wallsend.

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specially the case were the shaft fitted with liners.

I trust that with this explanation that you will see that the shaft is ample for the work, and you need have no hesitation in accepting it as it is now fitted.

With reference to the boiler question that I discussed with you the other day, I spoke to Mr. Howden Hume on the telephone and strongly advised him to fall in with the suggestions that you had made; in fact I went so far as to suggest that he should take the initiative and tell you that they had considered the whole question, and that they proposed to increase the outside tubes to the extent that you suggested.

With kind regards,

I am, Yours faithfully,

*Arthur D. Laing*

F.T. Milton, Esq.,  
Messrs Lloyds Register,  
LONDON.



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Lloyd's Register  
Foundation

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W125-0171

210.8

Material of Lower back plate *steel* Thickness  $\frac{7}{8}$ " Greatest pitch of stays  $15 \times 8$ " Working pressure