

# Lloyd's Register of British & Foreign Shipping,

Collingwood Buildings, Newcastle-on-Tyne.

26th March 1912.

The Secretary,  
LONDON.

LLOYDS REGISTER,  
LONDON  
REC<sup>d</sup> MAR 27 1912  
ANS<sup>d</sup> 2/4/12

Sir,

I have to acknowledge receipt of your letter of the 25th instant with reference to the first entry report No.61988 on the machinery of the S.S. "BIRMA", and to confirm telegram sent to you this morning from Wallsend "S.S. "BIRMA" PROPELLER 18"-0"; shaft in way of stern bush and neck bush 16" & 16.11/16" diameter respectively, lightened to 15" in the middle".

In turning the shaft I questioned the advisability of reducing it in the middle & it is actually nearly 15 $\frac{1}{8}$ " there, this was as much as it could be made from the forging supplied. The shaft designed for this engine had a continuous liner and the bare shaft was only supplied when the vessel had been sold to foreign Owners. The linerless shaft was only supplied at the last moment and I regret not having noticed that the centre part is slightly under the Rule requirements.

I am, Sir,

Your obedient Servant,

*Charles Cooper*  
W1228-173

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Lloyd's Register  
Foundation

Referred to the Chief Engineer Surveyor.

MAR 27 1872

Also for Mr. S. A. Hill to note.

*Jurgens*

THE SECRETARY OF THE BOARD

11th St. N. W.

RECEIVED



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