

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 1st June 1928 When handed in at Local Office 1st June 1928 Port of Barrow-in-Furness

No. in Reg. Book. Survey held at Barrow Date, First Survey January 27 Last Survey 1st June 1928 (No. of Visits 15)

29421 on the Machinery of the Wood, Iron or Steel Co. "Modavia"

Tonnage { Gross 4858
Net 2859 Vessel built at Barrow By whom Licken Ltd When 1924-4

Nominal Horse Power { 629 Engines made at Star By whom Star When 1927

No. of Main Boilers ✓ Boilers, when made (Main) (Donkey) 1927

No. of Donkey Boilers 2 Owners Donaldson Line Ltd Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers ✓ Managers Donaldson Bros Ltd Port Glasgow Voyage Glasgow

in Donkey Boilers 120 lb ✓ Surveyed Afloat or in Dry Dock Licken Quay & Graving Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 2286 Port Brew

Particulars of Examination and Repairs (if any) Engine repairs & Oiling

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " no

If this was not done, state for what reasons? As not due for survey

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? no

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/32"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete

vessel placed in drydock the propeller after end of stern bush and the fastenings of the sea connection examined and found in good order.

The Engine in way of the after section of crank shaft stripped, and defective shaft removed. A new section of crank shaft marked hoyds now fitted. nos 5 & 6 main bearing bushes

remetalled shaft bedded and alignment checked. New coupling bolts fitted and new spare coupling bolts supplied. nos bottom end bearing remetalled all bottom end bolts annealed. All exhaust valve spindles trued up and ✓ rescolined. Engines trued under working condition. The defective crank shaft was sawn through at the fracture. Photographs showing the nature and extent of the flaw are forwarded herewith.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)

even is now in good order and safe working conditions and eligible in my opinion to remain as classed without fresh record of survey

Survey Fee (per Section 28)..... £ : : Fees applied for 1st June 1928

Special Damage or Repair Fee (if any)..... £ 4 : 4 : 0 (per Section 28.)

Travelling Expenses (if chargeable)..... £ : : Received by me, 19.7.1928

Committee's Minute FRI 15 JUN 1928

Assigned As now

Without spl Cond

Engineer Surveyor to Lloyd's Register of Shipping.



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W106-0186

After section of crank shaft
renewed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as **CLASSED**, without
restriction on crank shaft.

CS
13/6/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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