



Lloyd's Register of Shipping,

Ramsden Square,

Barrow-in-Furness, 11 - 1 - 28

Dear Mr Ruck-Keene,

Reference

Today I have officially submitted the plan of a replace crank shaft intended for the Motor Vessel "MODAVIA" recently built here. The shaft is to be made by Messrs Bochumer Verein Steel Works and the proposal shows a semi-built shaft in lieu of a solid shaft as originally fitted. The designers at Vickers Limited are now converted to the principle of a built shaft for this size, as most likely to be the soundest job, in consideration of the very large bloom necessary in forging a four throw solid shaft of this dimension.

The representative of the Bochumer Verein came over to Glasgow last week to examine the defective shaft, and Mr Callander (Engineering Director) and Mr Meikle (Chief Draughtsman Internal Combustion Engine Dept) met him there, and I understand discussed the virtues of both types of shafts, and finally decided in favour of the semi-built. It would ~~also~~ appear they were also convinced that the elimination of dowels was the best practice, and they were assured that no Continental maker fitted these now. In consequence of this, no provision for dowels is shown on the plan.

Both Mr Callander and Mr Meikle are converts to the new idea, although at the time this matter was fully discussed in July they were emphatic that dowels should be fitted. I am not blaming them for this inconsistency; it is a good sign, and shows

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thay they are not fossilised. I have however pointed out to them the case of the "SOMERSETSHIRE", recently repaired here, where the dowels undoubtedly brought the vessel home, and still think the argument against fitting dowels is more academic than practical.

From what Mr Callander tells me of the flaw in the shaft to be replaced, it looks very much like piping in the ingot; but you will be duly advised of the cause when the matter has been investigated.

Yours truly.

Wm Cowie

H.A. Ruck-Keene Esq,
L O N D O N.



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