

2. 2.11.36.

Lloyd's Register of Shipping.



communications to be addressed to
THE SURVEYORS.

RECEIVED
- 3 NOV 1936
LONDON

Willemskade, 11^B,
Rotterdam, 2nd November 1936.
(Postbox 701.)

Dear Sir,

I have received your letter of the 29th ult. and London report in connexion with the steering arrangement on board of the motor coaster "ARTHUR TOWN" and have carefully noted the contents.

In reply thereto I beg to state that the sketch of the gear shown on the rudder plan approved at this Port, had been deleted in red as it was not considered a complete proposal and the builders who had fitted this kind of gear in many cases with success, were of opinion that no exception could be taken to this gear and when I found it fitted in between my regular visits to the Yard and after having heard the Builders, I was also of opinion that for this size of vessel it would fully answer the purpose, the shafting and fittings being strong.

I recommended a spare tiller to be supplied that could be attached to the crosshead on the rudder, and to supply relieving tackles, but I regret to say that I overlooked the fact that the main gear had to be disconnected to fit the spare tiller in place without an efficient locking brake.

It is the first time that a similar gear was fitted on board of a coasting vessel classed with our Society in Holland, but as already said the Builders had fitted this gear in previous cases with reported success.

I have tested the gear at the yard and under full trials on the New Waterway and the steering was very easy so that I was satisfied, all this was done in the presence of Pilot, Master and Owner and I feel very sorry

temporarily bound, thus bringing undue stress on the gear

and its controls, and rendering steering difficult.

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that trouble appears to have been experienced at sea in loaded condition, which as mentioned in the London report, might have been caused by the undesirable buoyancy of the Patent Rudder, whereby distortion in the gear was created.

The various points I beg to assure, will have my full attention in any future case.

I am, Dear Sir,
Yours faithfully,

J. V. Herwerden

The Secretary.

LONDON.

Mr. van der Werf Sr. has been at Antwerp and his brother told me this morning that they themselves case in hand at Antwerp and fitted the modifications required; the vessel left Antwerp for London and Mr. van der Werf Sr. has also proceeded to London and that they will place the steering arrangements in order as may be required.

I am, Dear Sir,
Yours faithfully,

J. V. Herwerden

The Secretary.

LONDON.



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temporarily bound, thus bringing undue stress on the gear and its controls, and rendering steering difficult.

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Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

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- 3 NOV 1936
also for Mr. Spinks to note.

LONDON.
The Secretary.

Handwritten signature

Yours faithfully,
I am, Dear Sir,

...attention in the ... case.
The ... points I ... to ... will have ...
... been ... by the ... of the ...
... condition, ... as mentioned in the ... report.
... appears to have been experienced ... in

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to be addressed
TO THE SECRETARY,
LLOYD'S REGISTER,
15, ABchurch Lane,
LONDON, E.C. 4.



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