

M. V. ARTHUR TOWN
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W1176-0195 1/3

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

29th October, 1936.

Dear Sirs,

S. With reference to your First Entry Report No. 24890 on the British Motorvessel "ARTHUR TOWN", I have to acquaint you that, on her arrival in the Thames a few days ago, it was reported that trouble was being experienced with her steering gear and that complaints had been received from the Crew in regard thereto.

In view of this the London Surveyors were requested to hold an examination, and I enclose herewith a copy of a report on the steering gear which has now been received from them.

From this you will observe that the rudder, on account of its form and construction, is almost buoyant, and in the loaded condition it tends to lift about $\frac{1}{2}$ inch and becomes temporarily bound, thus bringing undue stress on the gear and its controls, and rendering steering difficult.

Some modifications have been made and it is proposed to effect further modifications at Antwerp to which port the vessel has now proceeded.

In the opinion of the Surveyors, however, these modifications form a satisfactory tentative arrangement, but they consider it might be preferable to fit a larger size of steering unit on the rudder head. Modifications are

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

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contemplated by the Owner and it is proposed to discuss a suitable arrangement on the vessel's return to London.

The Society's Rules require all vessels to be fitted with two independent steering gears, but in this ship neither gear need be operated by power; suitable stops on the deck in way of the tiller or quadrant, and an **efficient** locking or brake arrangement to keep the rudder steady when a change of gear is required.

With regard to these requirements, the evidence appears to suggest that the main steering gear arrangements are not adequate for their purpose. (A detailed sketch of the gear is shown on the rudder plan approved at your port, but this is deleted in red and therefore does not appear to have been approved).

The usual practice with a screw gear, where it is not possible to fit deck stops, is to provide a stop on the rudder stock, but this apparently has not been done.

The auxiliary gear is not considered to comply with the Rules in view of the fact that it cannot be shipped until the main gear is removed, and an efficient locking or breaking arrangement has not been fitted as required; and in these circumstances I have to request that you will furnish any

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

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remarks you may have to make thereon for the Committee's information.

I am, Dear Sirs,

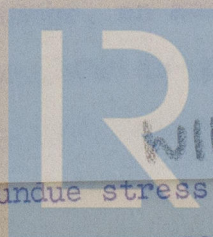
Yours faithfully,

Secretary.

The Surveyors,
ROTTERDAM.

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