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M.V. "ARTHUR TOWN"

Built by N.V. Scheepswerf Gebr. v.d. Werf for A. Simpson
(Managers: Comben Longstaff & Co.Ld.) London, with a view to
class 100A1 in the Society's Register Book.

This vessel has been built under the survey of the
Society's Surveyors at Rotterdam, and the First Entry Report
is now in this Office but has not yet been submitted to the
Committee.

The vessel arrived in the Thames a few days ago,
and a telephone message was received from the Board of Trade
Surveyors at Mark Lane on 22nd instant stating that trouble is
being experienced with the steering gear, and the crew had been
complaining regarding the matter.

In view of this the London Surveyors were instructed
to survey the ship and report.

This report has now been received and the following
has been noted :-

- (1) The rudder is of Oertz type.
- (2) The steering gear is the ordinary right and left
handed single thread screw gear fitted on the rudder head,
and is operated from the bridge through a line of shafting and
intermediate chain drive.
- (3) The emergency steering arrangement consists of a
tiller of considerable weight which ships on the lower yoke
and therefore the whole hand steering unit would have to be
removed before the emergency tiller could be fitted.
- (4) No rudder brake or locking device is fitted.

It appears 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

Solid Floors, thickness and spacing

Are Frame and Reversed Frame

6 1/2 x 6 3/4 and as
per profile.
not jagged.

Bridge Deck, Angle, \pm or \mp

Spacing

Spacing

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Lloyd's Register
Foundation

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proposed to effect further modifications at Antwerp, to which port the vessel has now proceeded, and the London Surveyors state that the Antwerp Surveyors have been advised. In the opinion of the London Surveyors these modifications form a satisfactory tentative arrangement, but it might be preferable to fit a larger size of steering unit on the rudder head.

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

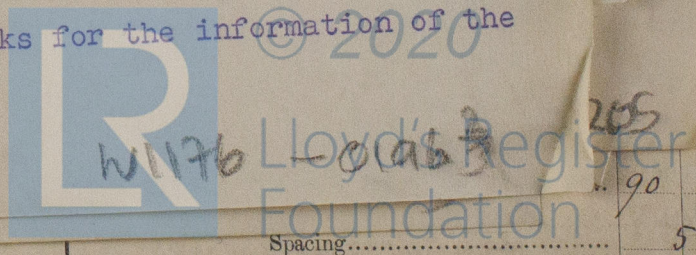
The Society's Rules require all vessels to be fitted with ^{two} independent steering gears, but in this ship neither gear need be operated by power; suitable stops on the deck in way of the tiller or quadrant, and an efficient locking or brake arrangement to keep the rudder steady when a change of gear 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 detail sketch of the gear is shown on the rudder plan approved in Rotterdam, 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 braking arrangement has not been fitted as required;

It is submitted the attention of the Rotterdam Surveyors be called to the above, and a copy of the London Report No.103587, dated 26.10.36, be sent to them and they be requested to forward their remarks for the information of the Committee.



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6 1/2 x 16 3/4 inch as per profile.
not fogged.

Bridge Deck, Angle, E or F.....

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When the vessel returns to the Thames and further amendments are contemplated, it is considered that full details of the arrangements proposed should be submitted for approval.

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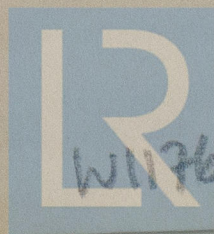
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Solid Floors, thickness and spacing

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6 1/2 x 1655 and as

per profile.

not fogged.

Bridge Deck, Angle, *E or F*

Spacing

Spacing