

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7-4-37 When handed in at Local Office 7-4-37 Port of London  
 No. in Survey held at London & Gravesend Date, First Survey 25th Mar Last Survey 7th April 1937  
 Reg. Book. 87219 on the Wood, Iron or Steel M.V. "ARTHUR TOWN" (No. of Visits 6)

TONNAGE:-  
 GROSS 527  
 UNDER DK. 332  
 NET 263  
 Built at Deest By whom N.V. Schipwerf Gebroeders van der Werf When 1936  
 Owners A. Simpson Owners' Address (if not already recorded in Appendix to Register Book)  
 Managers Compton Longstaff & Co. Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock River Thames Destined Voyage -  
 WB=Cell DBorDBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. - Port -

(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined yes  
 Society's Freeboard (if assigned) as painted on Ship and now verified - ft. - ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through Collision caused by an unknown craft with barge in tow off South River Thames during the night of 23rd March 1937 whilst on voyage London to Zeebrugge and fitting of Secondary Means of Steering and Rudder Brake - see previous Reports and Correspondance.

How done:- Damage - Starboard side in way of Motor Room.  
1 Shell plate in first strake below sheer cropped and part renewed.  
1 Frame (web) cropped & part renewed.  
1 Lower deck stringer plate cropped on edge & piece inserted E.W.  
2 Shell lags renewed.  
P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	1	1	-	-	-	-	1	See Rpt.
Removed and Faird or Repaired	-	-	-	-	-	-	-	
Faird or Repaired in place	-	-	-	-	-	-	-	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Belt).
Decks <u>good</u>	<u>no</u>	Dblng. Plates under Sounding Pipes	When put on, Month <u>Jan</u> Year <u>1937</u>
Caulking of Decks <u>good</u>	State if Tanks now tested	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Coamings <u>good</u>	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c. <u>from deck</u>
Beams & Fastenings <u>good</u>	Ceiling	Oil Bunkers	Condition, how ascertained <u>from deck</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which.) <u>good</u>	Scuppers	(State if wedges removed)
" " in way of sidelights <u>good</u>	Rudder	Cargo Hatchways <u>good</u>	Sails
Breasthooks <u>good</u>	Steering gear and its connections	Hatches	Equipment letter <u>3.1</u>
Transoms <u>good</u>	Windlass <u>good</u>	Planking of Wood Vessels	Anchors, No. of <u>3.1</u>
Frames <u>good</u>	Have pumps now been examined and found efficient? <u>no</u>	Caulking ditto	Chain Locker
Reverse Frames	Have Sluice Valves now been examined and found efficient? <u>no</u>	Treenails ditto	Cables (State if now ranged) <u>no</u>
Longitudinals	Have Watertight Doors now been examined and found efficient? <u>no</u>	Breasthooks & Stemson ditto	" length <u>stated complete</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Transoms Pointers, & Cutches ditto	" Rule length <u>size</u>
Floors		Timbers of Frame at openings ditto	Hawser & Warps <u>good</u>
Keelsons		Ditto Ditto at other places ditto	Standing <u>and Running</u> Rigging
Stringers		Stringers, Clamps & Sheifs ditto	
Inner Bottom Plating		Salting (State if examined.) ditto	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to have the contemplated class now assigned, with record of Survey 4.37.

Survey Fee (per Section 29) £ 5 5 0  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 1 0 0  
 Travelling Expenses (if chargeable) £ -  
 Second Surveyor's Fee (if any) £ -  
 Fees applied for, -8 APR 1937  
 Received by me, 10/5/1937  
Chas. H. Stocks  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 9 APR 1937  
 Character Assigned See minute on FF mt  
 Lloyd's Register Foundation  
 W1176-62123



Cement chocks in bay renewed.

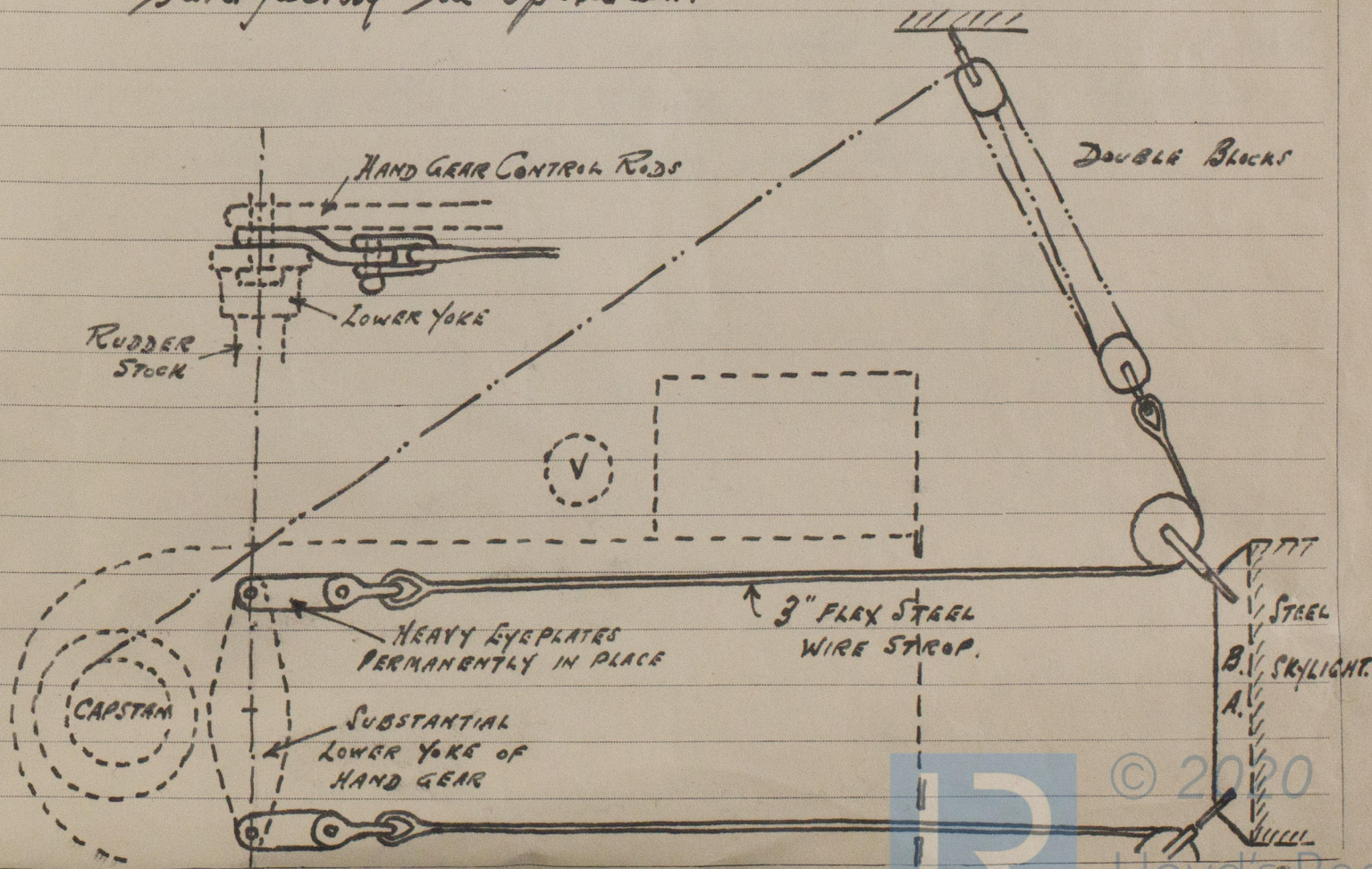
Half round shell moulding cropped and part renewed.

On completion, shell repairs have tested and found or made satisfactory. New and disturbed work recoated.

For Class :- (a) Secondary Means of Steering.  
(b) Rudder Brake  
(c) Test of Steering Gear.

The vessel has been in continuous service since date of build, only in port for brief periods and then not always at places convenient for necessary dismantling relative to the fitting of the amended form of spare tiller and rudder brake, without interfering with current charters. It was desired to take full advantage of the present lay-up, consequent upon damage, for settlement of the outstanding items for class but, on examination of the new spare tiller and the place it was intended to occupy, it was found that it could not be fitted as it fouled the driving wheel of capstan and provided a lead which fouled 2 ventilators - alteration to the tiller or structure and fittings which meant further delay.

After careful consideration, use of this tiller has been dispensed with in favour of an amended arrangement as shown below, discussed with London Office Plans Dep<sup>t</sup> and provisionally accepted. This secondary means of steering has been fitted, tested and found satisfactory in operation.





M.V. "ARTHUR TOWN"

Rudder Brake With but minor alteration, the brake has been fitted as proposed and is satisfactory in operation.

### Test of Steering Gear

It was stated that, subsequent to the alterations made at Antwerp, the main steering gear has proved satisfactory in operation and this has now been confirmed by personal examination whilst the vessel (light condition) was proceeding down the Thames and by full helm tests carried out off Southend.

Under test, the time taken - without undue effort - to "take off full helm" (port to amidships) was 10 seconds and time taken to "apply full helm" (amidships to starboard) was 30 seconds, making 40 seconds in all, full port to starboard. - Rule requirement for a Power operated gear is 30 seconds

Having regard for the fact that the initial difficulty in steering was in part overcome by reducing the gear ratio in transmission i.e. increasing the mechanical advantage at the expense of speed in operation, it is submitted for consideration that in future cases and for this diameter of rudder head, a larger size of hand unit should be fitted capable of being operated direct at the rudder head independent of remote control which may incorporate reduction gear.

(It is understood that orders for 2 sister vessels have been placed with the same Builders - one each for this Owner and Manager)

*B.H.S.*