

$L \times D = 280 \times 21.125 = 5915.1 \text{ ST L. No.}$

RUDDER & SCREW FRAME

SCALE $\frac{1}{2} = 1 \text{ FOOT}$

STERN FRAME BEST FORGED STEEL.

RUDDER

STEM BAR BEST FORGED SCRAP IRON.

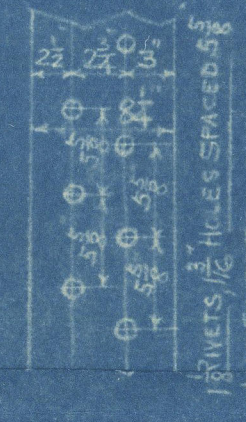
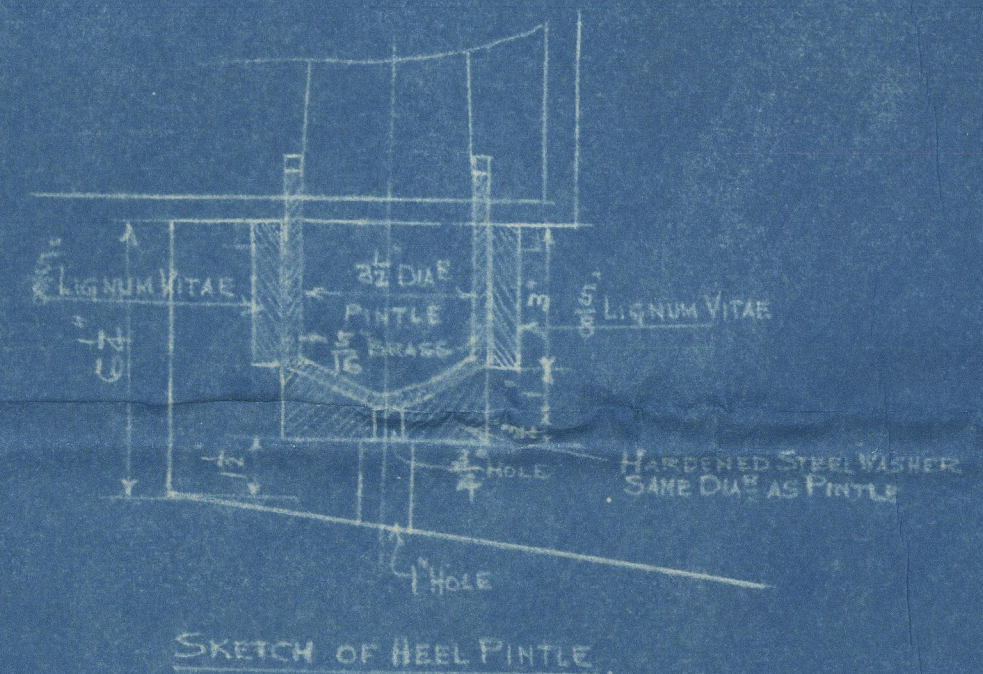
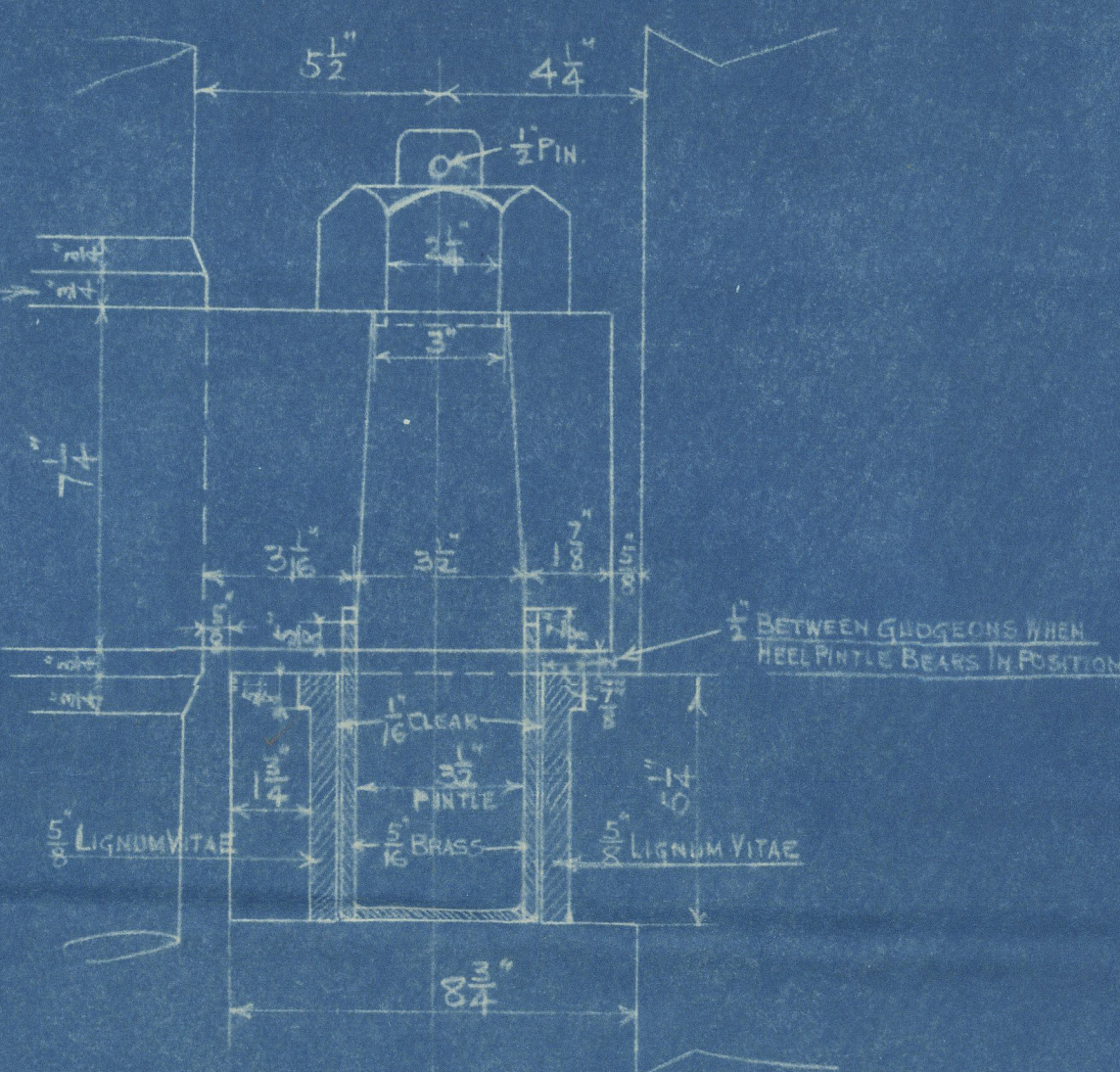
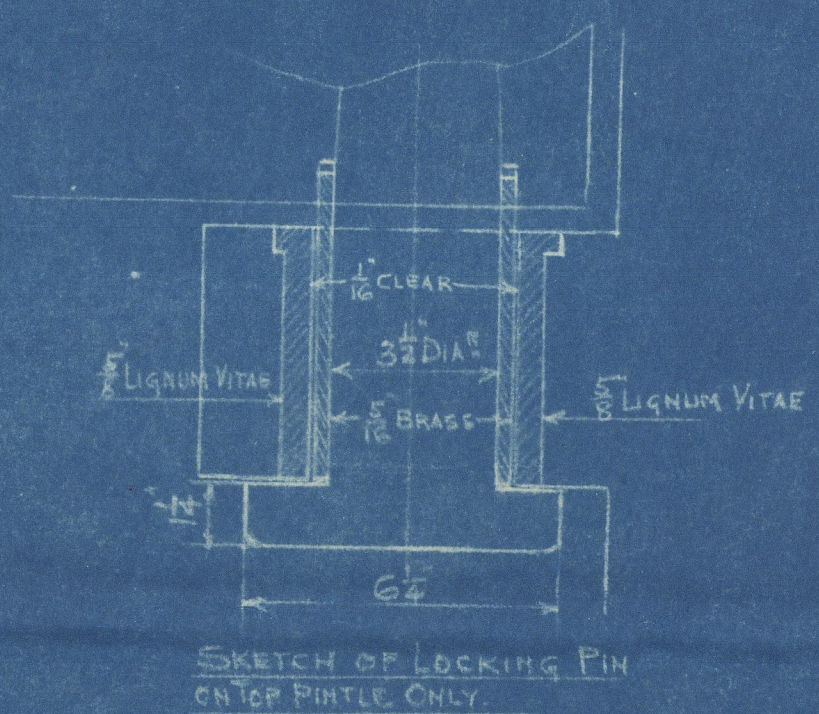
SPEED NOT EXCEEDING 10 KNOTS.

AREA OF RUDDER = 85.63 sq

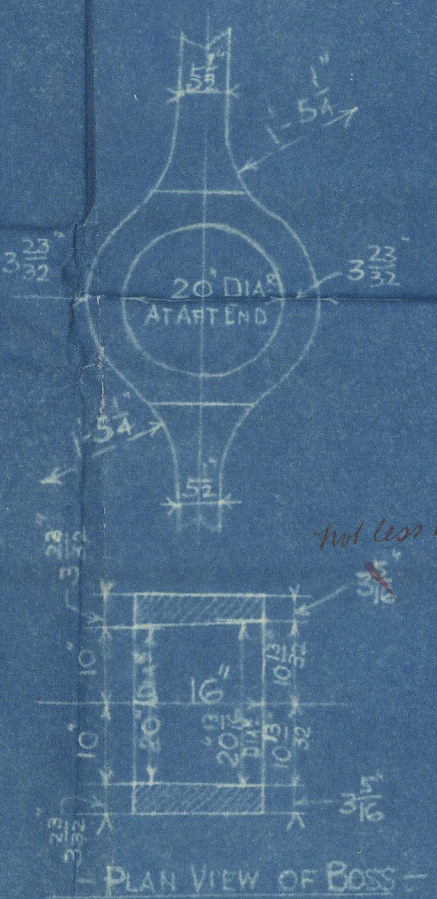
CENTRE OF GRAVITY = 2.87 ft

$85.63 \times 2.87 = 245.93 (246)$

RUDDER POST TO BE $\frac{1}{2}$ MORE IN DIA. AT EACH ARM FOR 8" DEEP FROM $\frac{1}{2}$ ABOVE TOP OF ARM FOR KEYSWAY, EXCEPT BOTTOM ARM WHICH IS 8" DEEP. NO SLOT IN BACK OF RUDDER POST FOR PLATE.



Rivets may be 1" apart 5" apart

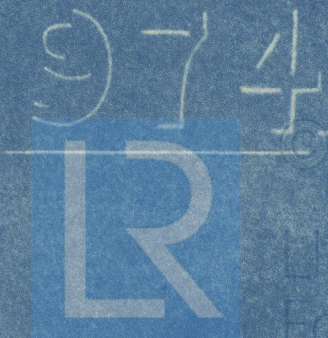


not less than 8" 72"

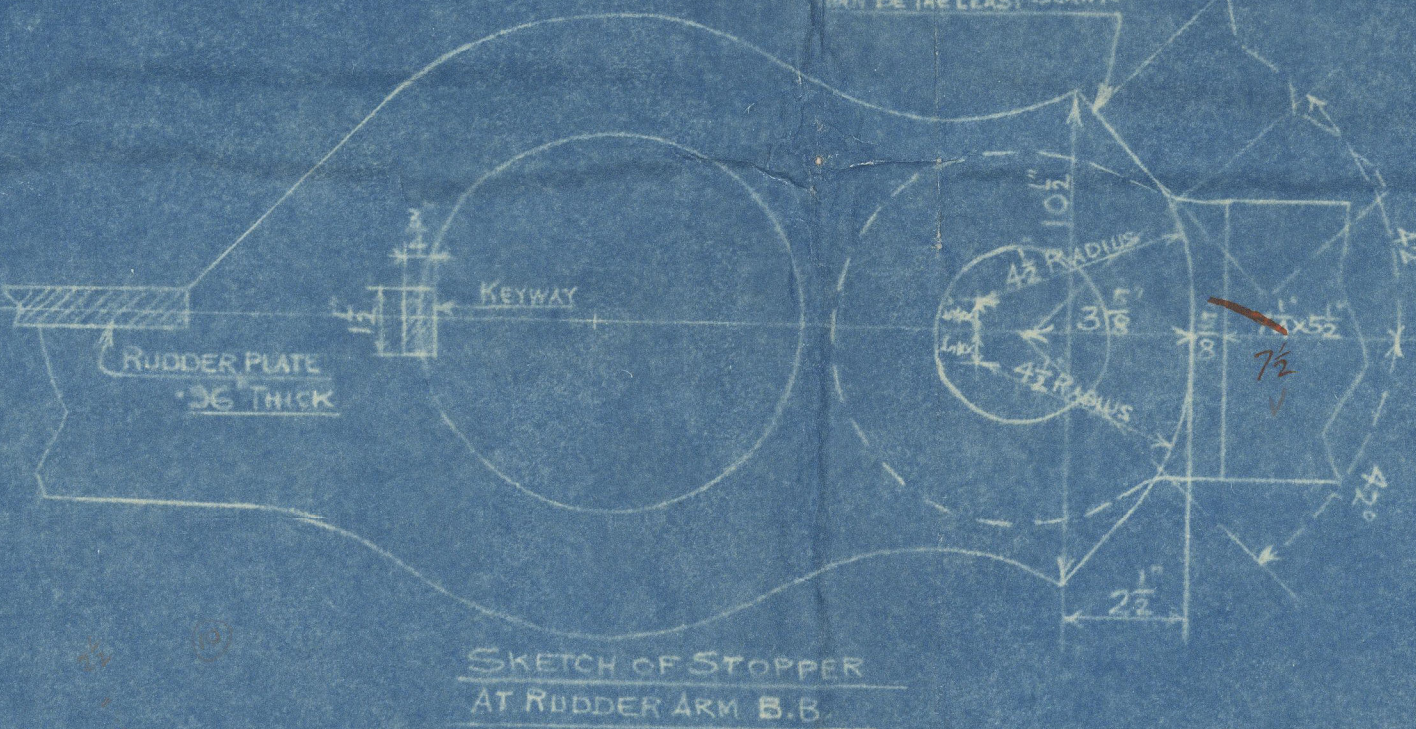
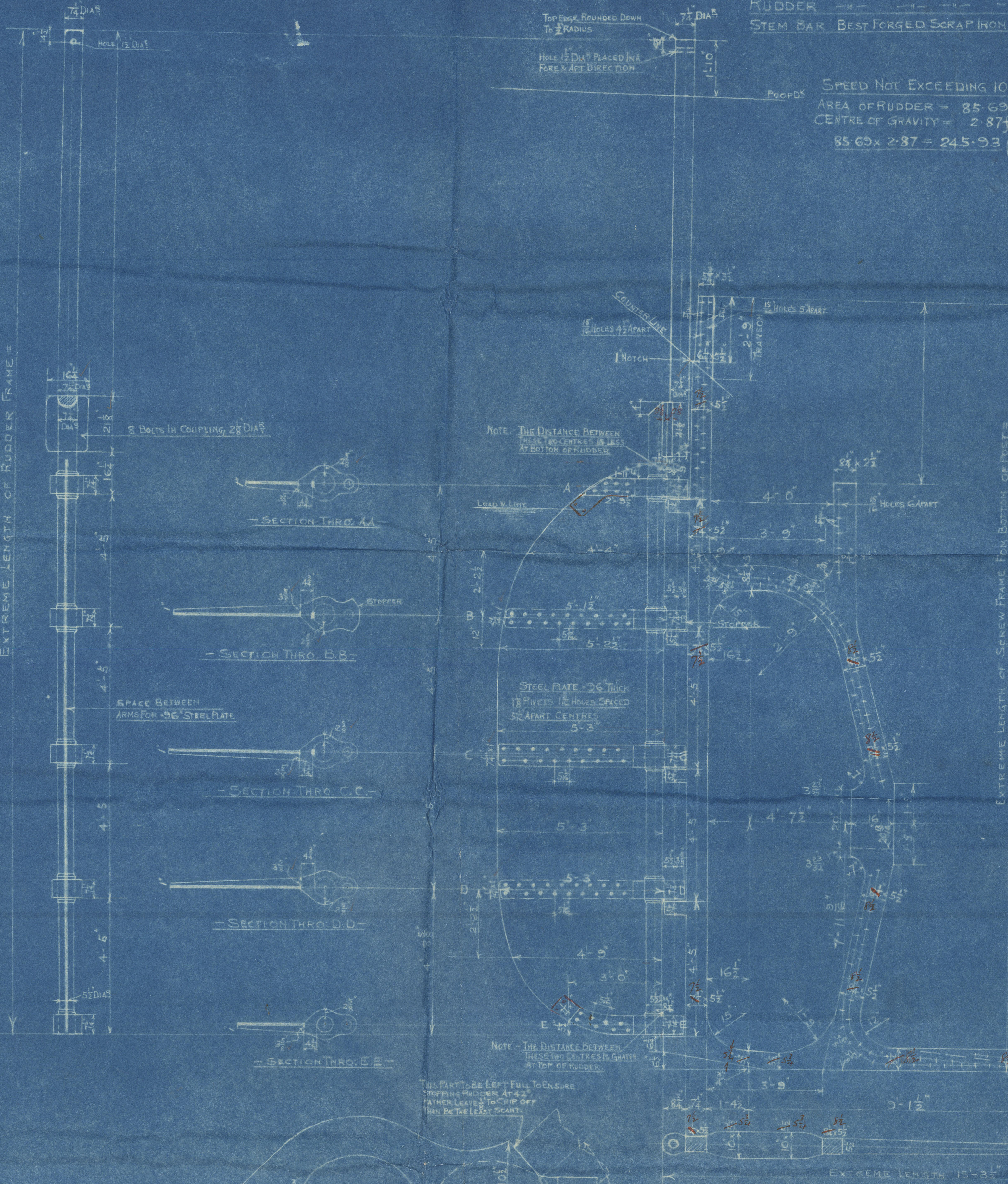
Post stopped $\frac{1}{2}$ short of NO. 5 FRAME



PLAN NO. 2
DRAWN BY *W.B.D.*
CHECKED BY *H.S.*



Foundation



SKETCH OF STOPPER AT RUDDER ARM B.B.

974

W. Gray & Co

S. S. N^o 974. & 975

Plan of Stern-frame & Rudders.

6-12-24

974. S. S. "Kartigi" : Hpl Rpl 16333

975 ss "Kintea"

WEST HARTLEPOOL 16338

976. S. S. "Kaponza"

WEST HARTLEPOOL 16353.



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