

-N^{os} 798-799.-

RUDDER PLAN.

SCALE 1" & 3" = 1 FOOT

CODE Nº 115.

NOTES:-

1. RUDDER FRAME AND STROK TO BE OF FORGED STEEL.
2. RUDDER FRAME TO BE TESTED AND PASSED BY LLOYDS.
3. ARMS TO BE AT RIGHT ANGLES TO ϕ OF PINTLES, ACCURATELY BORED OUT, AND CAREFULLY SHRUNK ON POST AND KEYED
4. KEYS TO BE OF MILD STEEL, AND TO HAVE A TAPER OF $\frac{1}{8}$ INCH IN 10 INCHES.
5. RUDDER POST TO BE TURNED SMOOTH WHERE ARMS ARE SHRUNK ON.
6. BOTH KEYS AND KEY SEATS TO BE ACCURATELY MACHINED TO DIMENSIONS GIVEN, TOP KEY DRIVEN UP, REMAINDER DRIVEN DOWN.
7. EDGES OF ARMS TO BE CHAMFERED.
8. PARTS TINTED RED TO BE MACHINED BY CONTRACTORS.
9. BOLTS AND NUTS, COMPLETE WITH SPLIT PINS TO BE SUPPLIED FOR COUPLING BY CONTRACTOR.
10. PINTLES, COMPLETE WITH NUTS, SPLIT PINS, WASHERS AND BRONZE LINERS TO BE SUPPLIED BY CONTRACTOR.
11. RUDDER STOPS TO BE FITTED ON DECK.
12. HOLES TO BE BORED $\frac{1}{16}$ LARGER DIAMETER THAN DIAMETER OF PINET GIVEN.
13. RUDDER PLATE TO BE SUPPLIED BY SHIPBUILDER.

$$A \times D = 387 + 10\% = 10" \text{ DIA STOCK.}$$

Speed not exceeding 10 knots

RIVETING.

RIVETS $1\frac{1}{4}$ " DIAMETER SPACED $5\frac{3}{8}$ " CENTRES.
ARMS COUNTERSUNK ON OPPOSITE SIDE TO
PLATE.

COUPLING TO BE CAREFULLY
MACHINED TO 2'2" DIAMETER.
6 - 3" DIA. TURNED AND FITTED
STEEL BOLTS WITH HEX HEAD AND
NUTS, SCREWED UP FROM UNDERSIDE,
AND EACH FITTED WITH A 3/16 DIA. SPLIT PIN,
SPACED AS SHOWN ON A 9 1/2" P.C.R.
COUPLING TO HAVE A 2'x1" FEATHER.

DETAIL OF COUPLING

PLATE KEPT BACK $\frac{1}{2}$ "
FROM POST.

RUDDER PLATE 1.00" THICK

ARMS TO BE HYDRAULIC RIVETED
DIAMETER OF RIVETS $1\frac{1}{4}$ "

RUDDER POST SWELLED 1" LARGER DIAMETER
AT TOP EDGE OF EACH ARM, AND TURNED
PARALLEL TO ϕ OF POST FOR 1" ABOVE AND
BELOW ARMS. THEN TAPERED IN 1 INCH
FS-✓ TO NORMAL DIAMETER

ALL KEYS 2" x 1" TAPERED TO $\frac{7}{8}$ "
TOP KEY DRIVEN UP, REMAINDER
DRIVEN DOWN

DETAIL "C" PINTLE
(LOCKING.)

DETAIL B PINTLE

DETAIL A PINTLE

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Harland & Wolff Ltd

N^o 798-9

RUDDER PLAN

T.S.S. "BERTA"

BEL.9782.

T.S.S. "BRIGIDA"

BEL.9815.

18 MAR 1927



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