

N^o 1066 SHIP. **RUDDER FRAME FORGINGS.** Scale $\frac{1}{2} = 1 \text{ FOOT}$.

SPEED OF VESSEL = 11½ KNOTS.

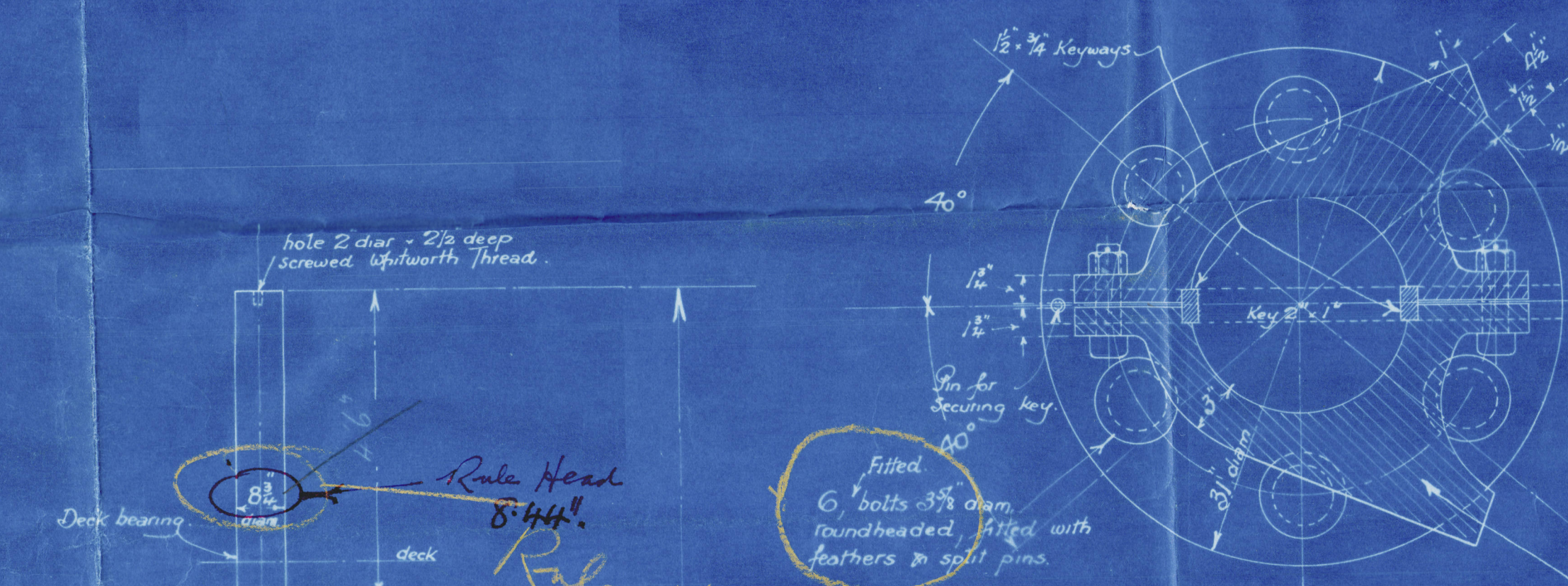
DINK OF STOCK INCLUDES 10% PER LLOYDS RULES
 FOR OIL VESSELS, AND ABOVE RULES PER
 SPECIFICATION.

Rule Head = 8.444"

Rudder stock to be of steel forged from the solid ingot.
 Rudder mainpiece and arms to be of forged steel. Stock and mainpiece
 to be coupled together with 6-3/8 dia fitted bolts, coupling also to be
 fitted with a key. Coupling to be machined and to be a good fit.
 Rudder stock to be turned to diameters shown on plan and for distances indicated.
 Rudder arms to be shaped to line drawn on plan.
 Rudder stock in way of upper gudgeon to be fitted with 3/8 thick brass liner shrunk on.
 Mainpiece of bottom to be fitted with 3/8 brass liner shrunk on.
 Care to be taken that Rudder Stock and Mainpiece are free from twist to ensure
 that rudder will be a good working fit.
 Keyways to be cut in rudder stock in way of stoppers as shown on detail.
 Keyway for quadrant to be cut in accordance with plan to be sent later.
 Rudder Frame to be fitted to Stern Frame or made to template taken from
 Stern Frame.
 All to be made to Lloyd's requirements and to be inspected and passed by
 their surveyor and our representative before leaving Maker's Works.

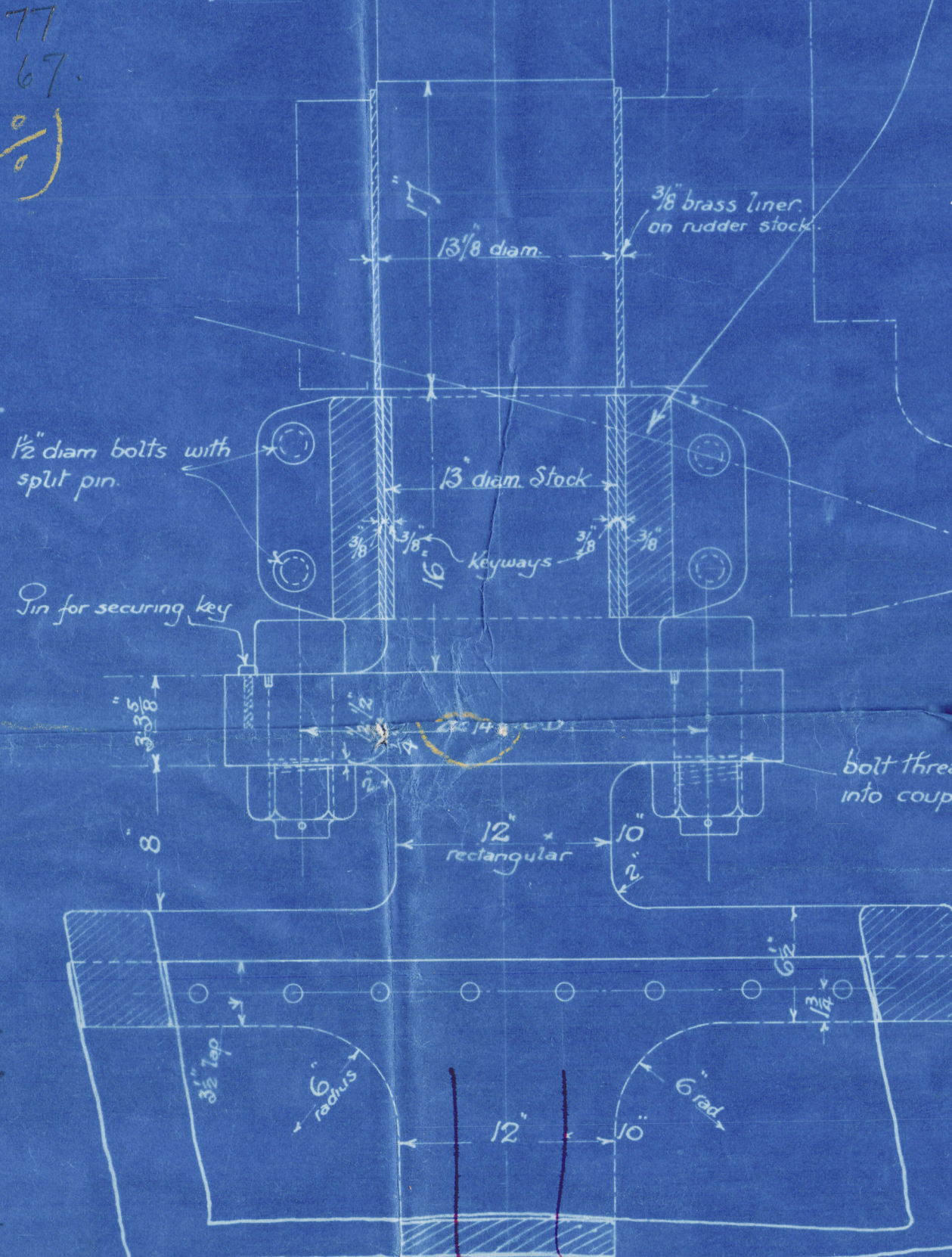
FORGINGS TO BE DELIVERED UNPAINTED.

RUDDER TO BE FILLED WITH GRANULATED CORK-TAR
 COMPOUND



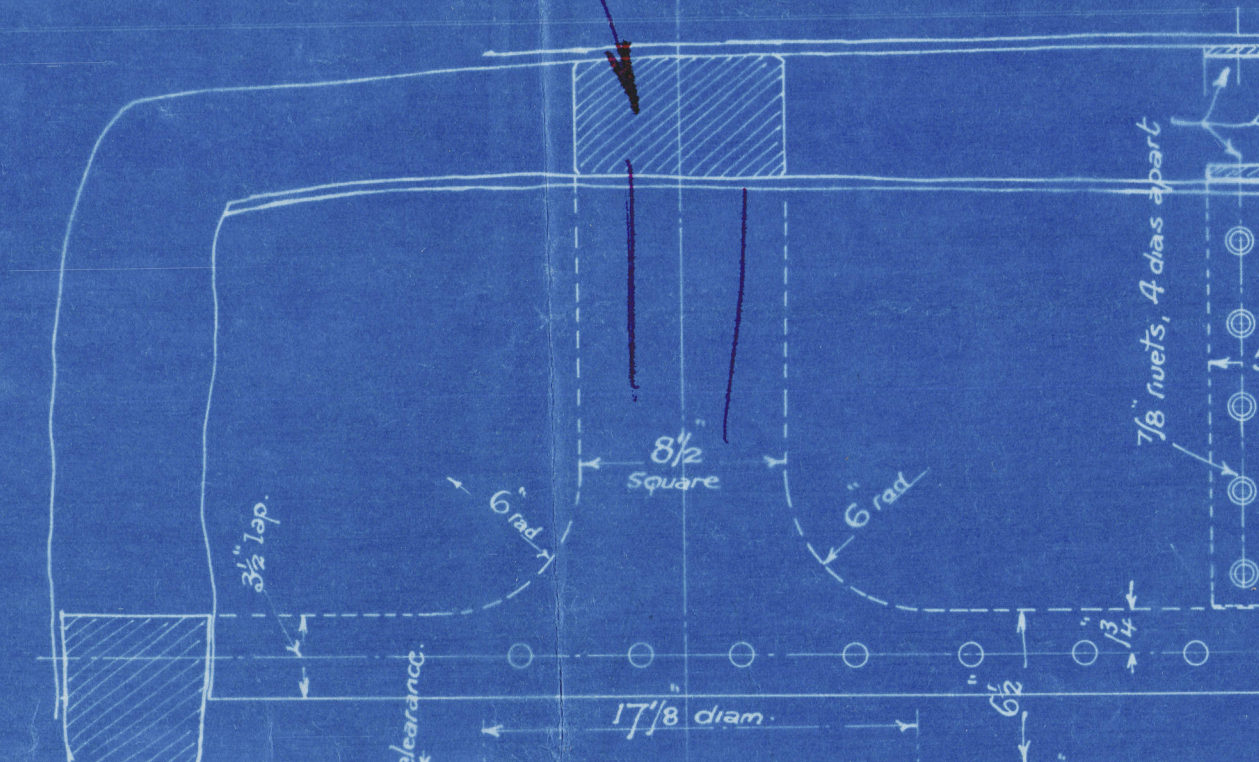
RUDDER COUPLING & STOPPER
 Scale $\frac{1}{2} = 1 \text{ FOOT}$

Supplied by Shipbuilder
 Forged iron stopper in 2 halves, keyed
 and bolted together to form stopper to prevent
 the rudder lifting, arranged for rudder to work
 45° each side of centre line.
 Stopper to rest on bolt heads.
 Exact size to be taken from shop.



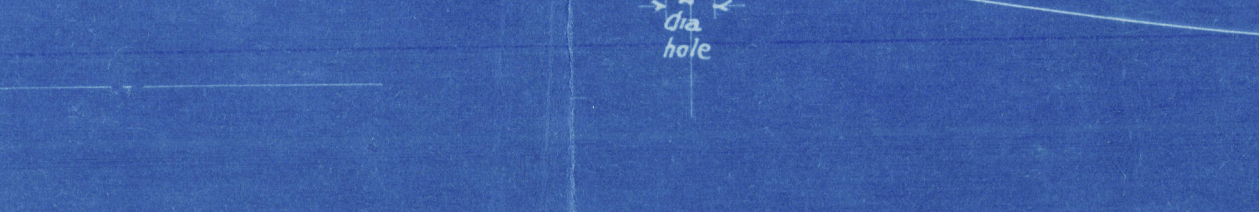
RUDDER COUPLING & STOPPER
 Scale $\frac{1}{2} = 1 \text{ FOOT}$

Notes connect to post
 by 45° into of rods in top
 Space 5/16"



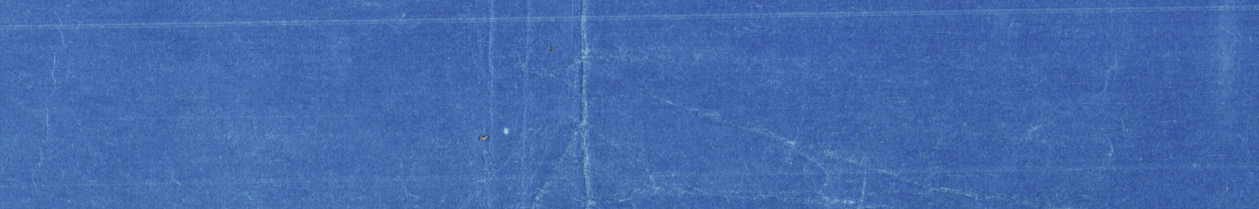
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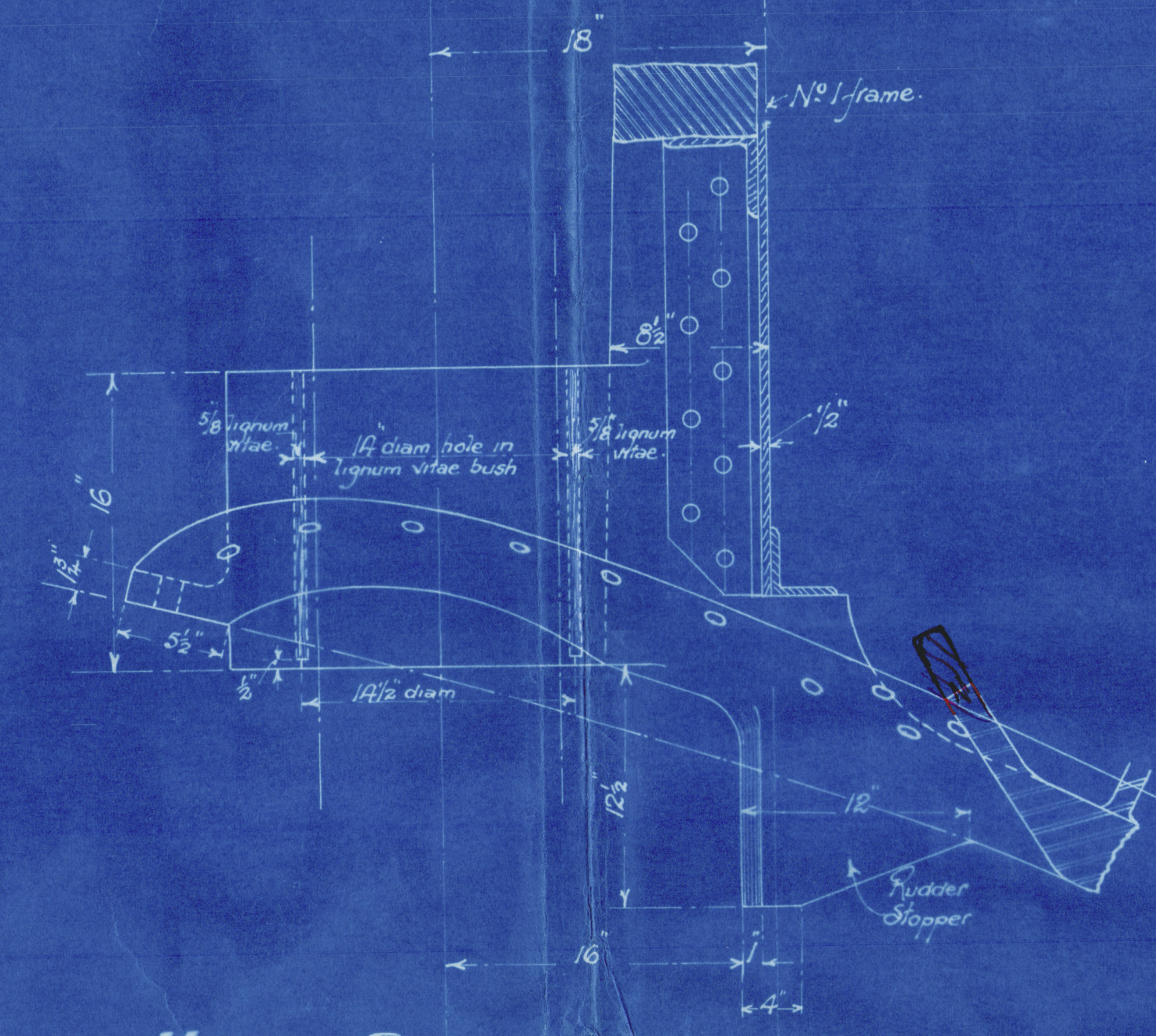
RUDDER COUPLING & STOPPER
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N^o 1066 SHIP. **STERN FRAME.** Scale $\frac{1}{2} = 1 \text{ FOOT}$

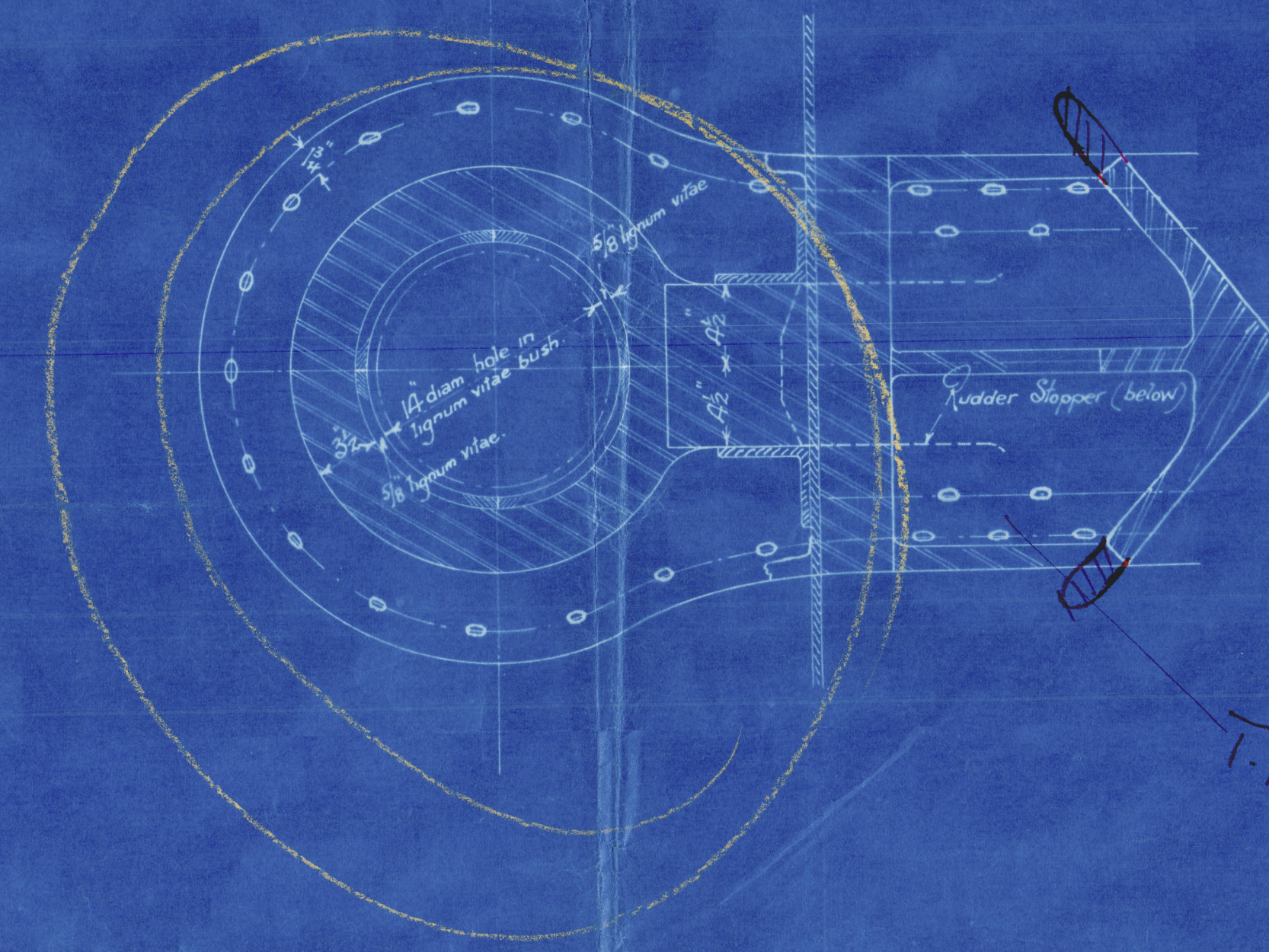
UPPER PART TO BE CAST STEEL.
 LOWER - - - FORGED STEEL.

The upper and lower portions of stern frame to be joined together by a
 scotch, scotch to be machined and fitted together at Maker's Works to ensure
 being a good fit. The sharp edges where exposed, corners to be rounded as shown.
 Solid gudgeons to be cast, forged on to outer post and fitted with 3/8 lignum
 vitae bushes bored out to suit diam of post (great care to be taken to ensure
 that centre of holes in gudgeons are in a straight line) Steel convex washer to be
 fitted in bottom gudgeon. Solid rudder stopper to be cast on where shown to allow
 rudder to go over to an angle of 45° each side of centre line.
 Stern Post to be drilled with 1/2 dia holes for 1/2 pins spaced 6" apart centre
 to centre except where marked otherwise.
 All to be made to Lloyd's requirements and to be inspected and passed by
 their surveyor and our representative before leaving Maker's Works.
 CASTING & FORGING TO BE DELIVERED UNPAINTED.
 Patterns to be made by Maker's of Casting.

Template or plan will be supplied by shipbuilder for use of Makers.
 Holes through Stern Frame to be raised 1/8" above surface of plating.



UPPER GUDGEON
 Scale $\frac{1}{2} = 1 \text{ FOOT}$



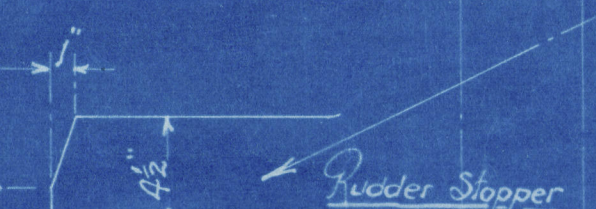
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 by 45° into of rods in top
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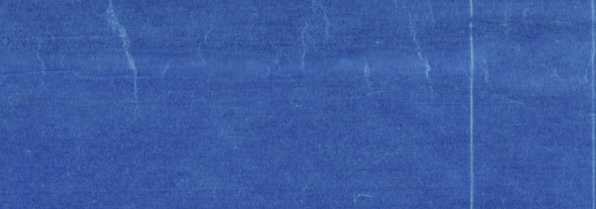
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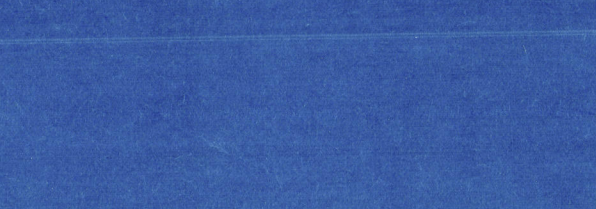
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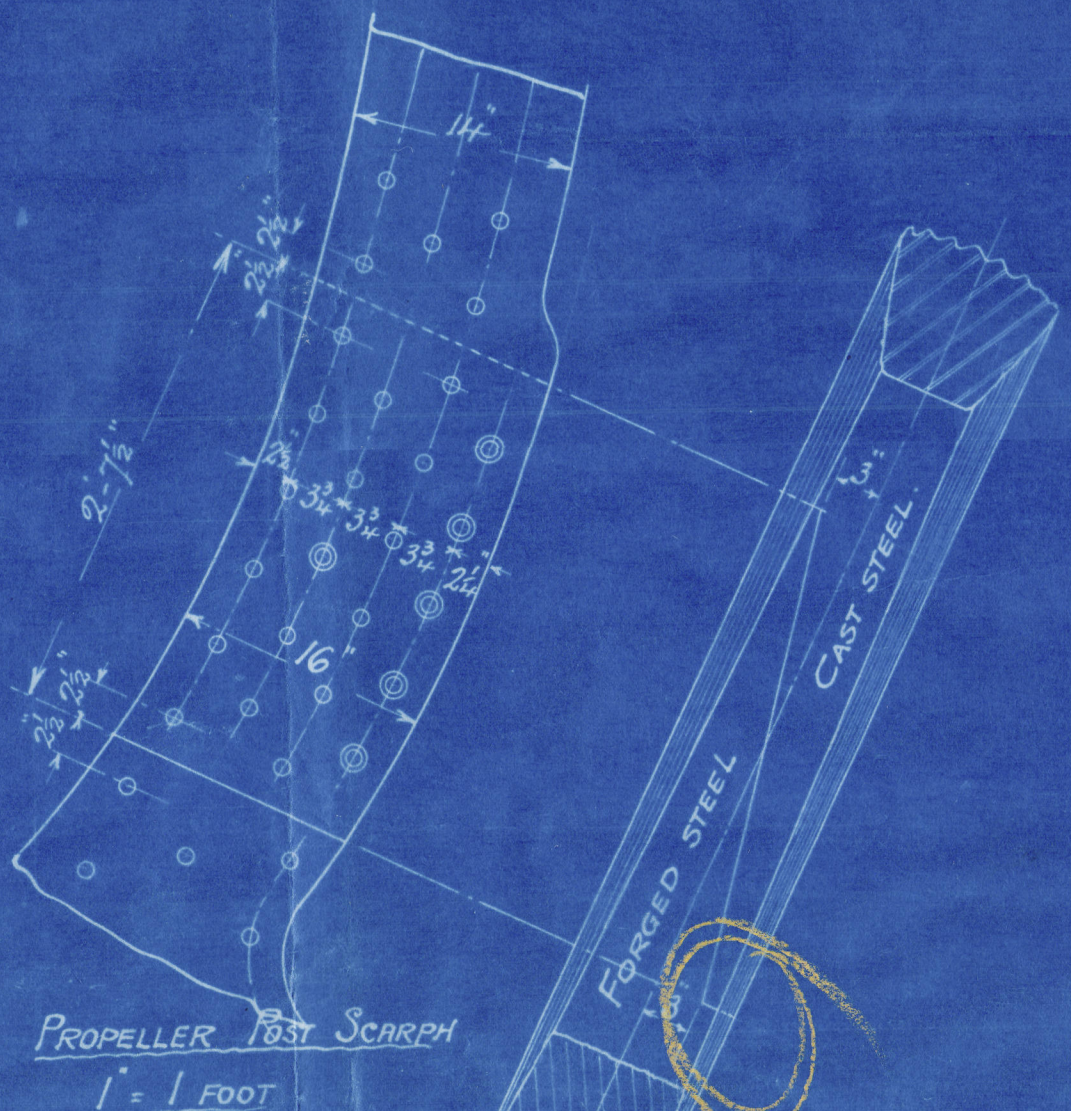


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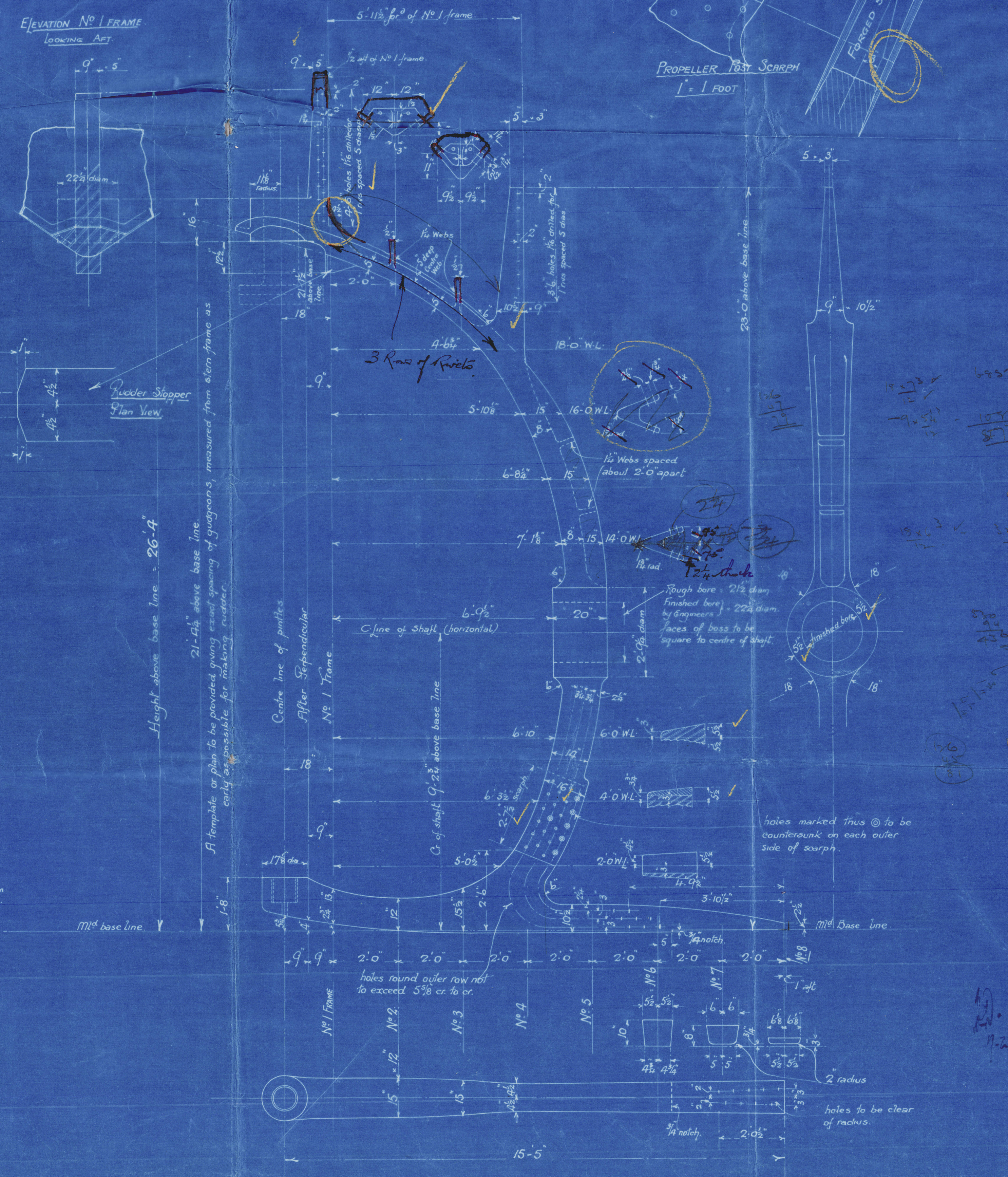
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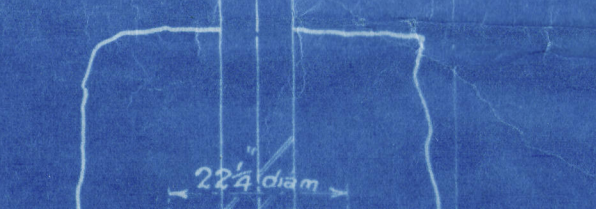


PROPELLER AND STERN
 Scale $\frac{1}{2} = 1 \text{ FOOT}$



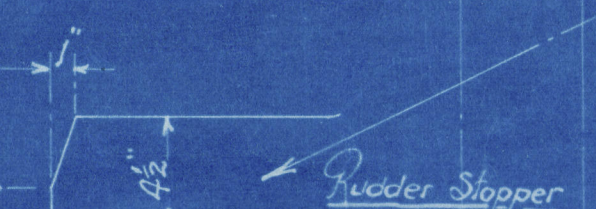
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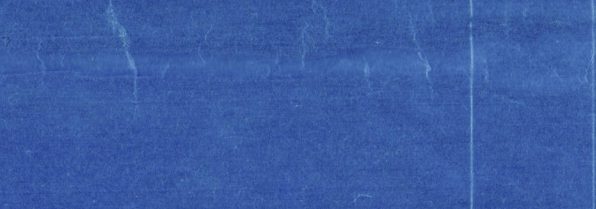
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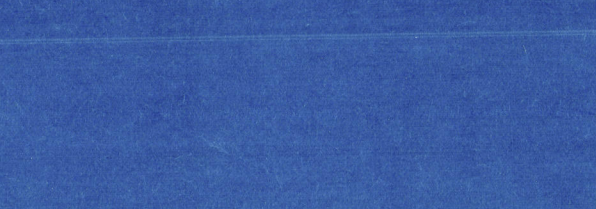
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Armstrong Whitworth
1066.

Ruddet Crane Forging

GEN. BOX NO 946

'Attila'

Newcastle Report No. 86497



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Lloyd's Register
Foundation

004206-004212-0173