

3230

# Nº 1066 SHIP. RUDDER FRAME FORGINGS.

Scale  $\frac{1}{2}$  = 1 Foot.

SPEED OF VESSEL = 11½ KNOTS.

THICK OF STOCK INCLUDES 10% PER LLOYD'S RULES  
FOR OIL VESSELS, AND ½ ABOVE RULES PER  
SPECIFICATION.

Rule Head = 8-114"

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 6-3½ 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 ¾ thick brass liner skunk on  
Mainpiece all below to be fitted with ¾ brass liner skunk 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 slippers as shown on detail.

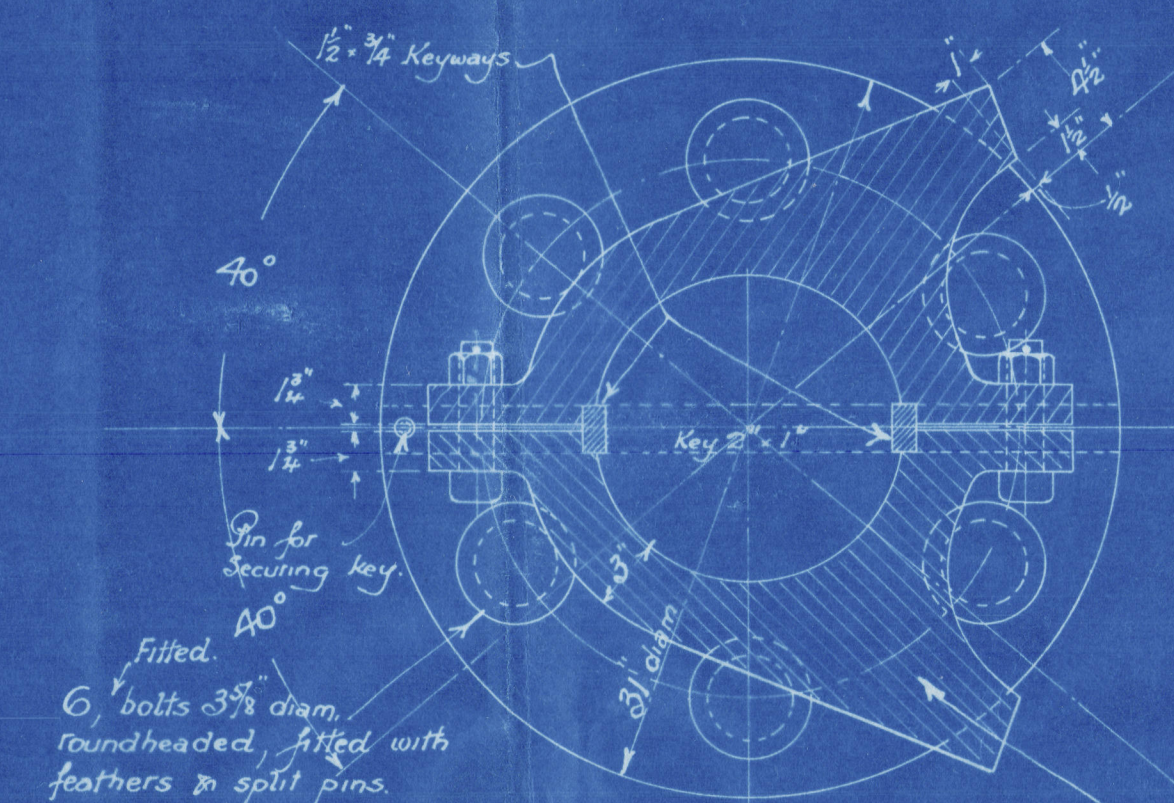
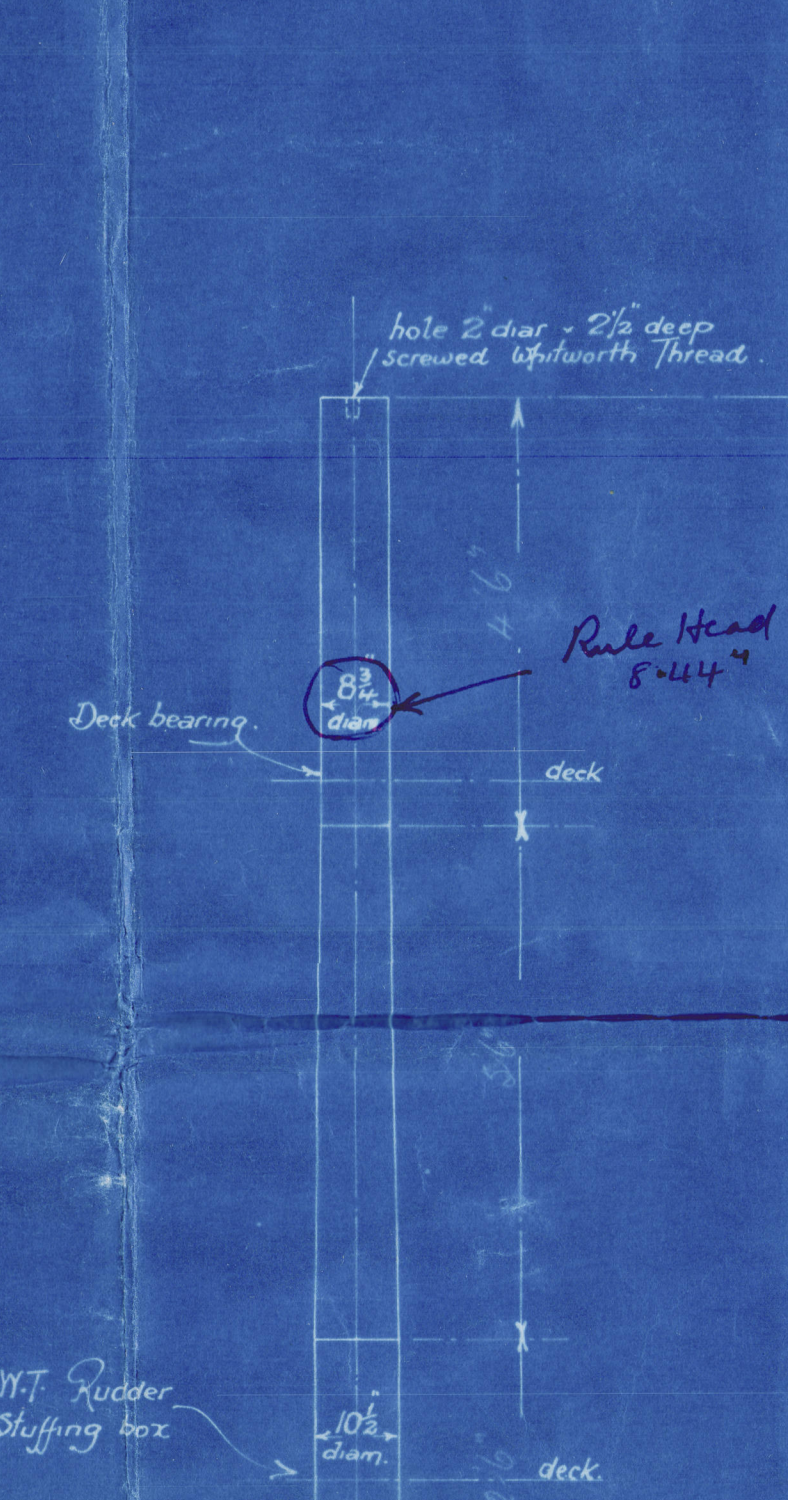
Keyway for quadrant to be cut in accordance with plan to be sent later.

Rudder frame to be built on 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 Makers Works.

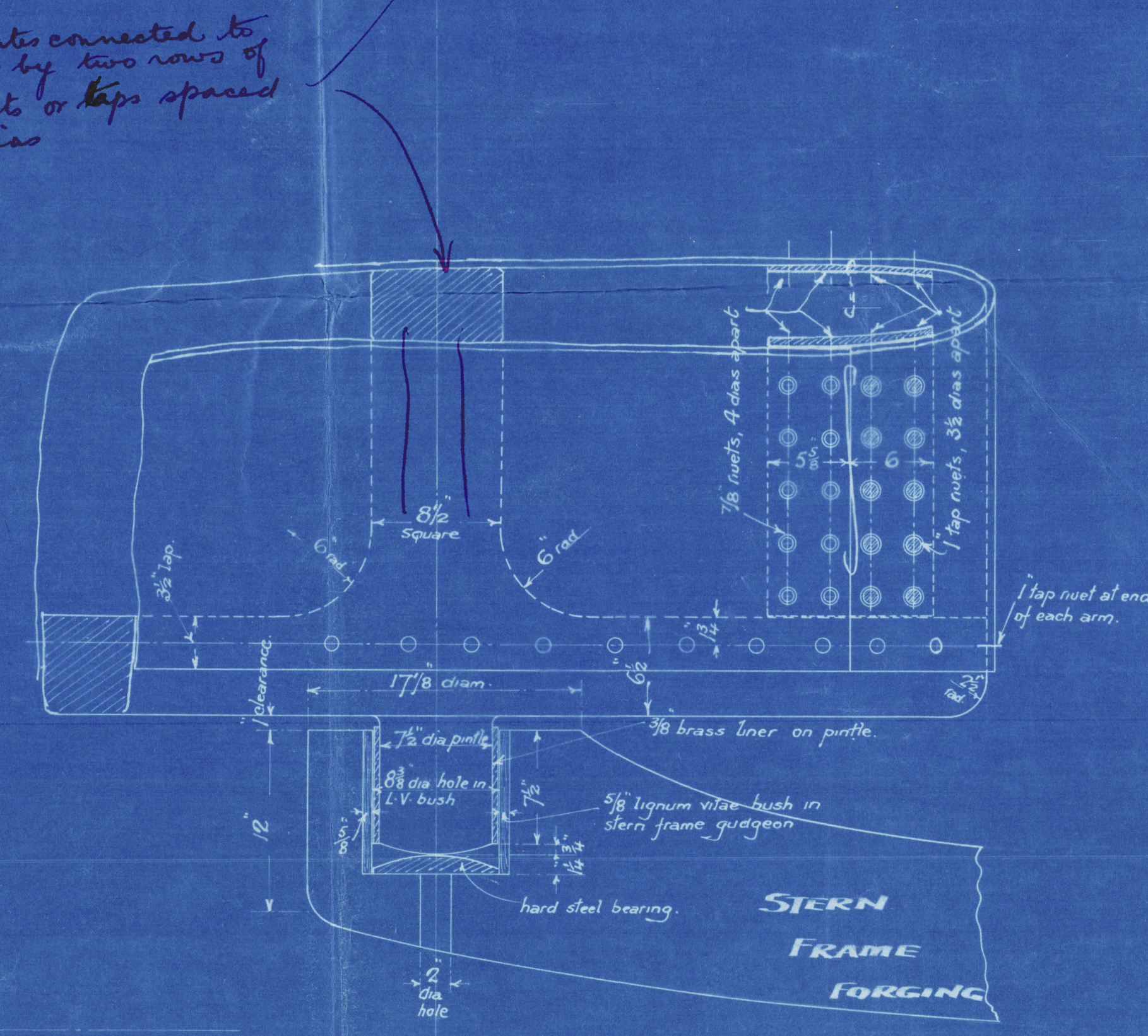
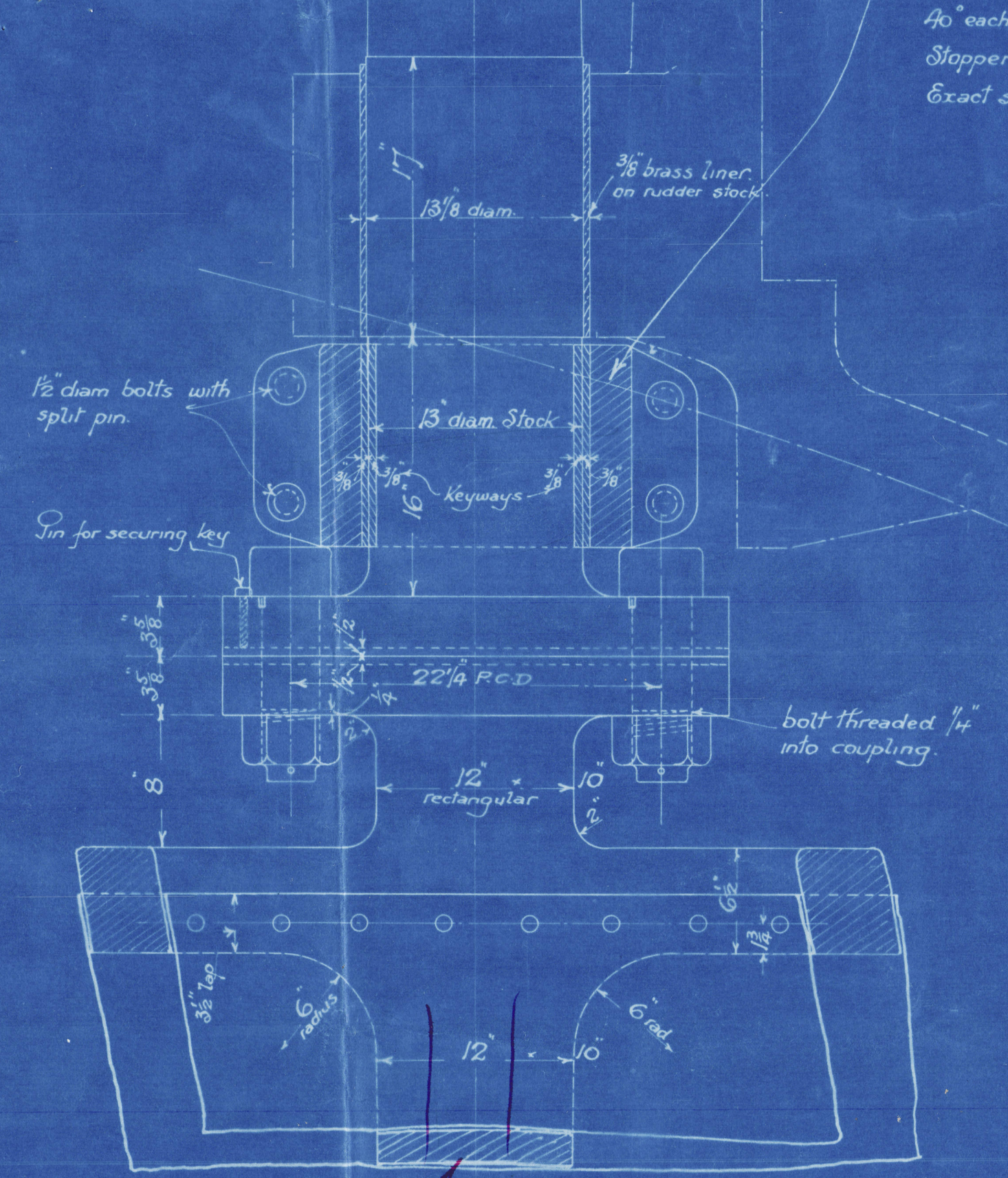
Forgings to be DELIVERED UNPAINTED.

Rudder to be FILLED WITH GRANULATED COKE-TAR  
COMPOUND.



RUDDER COUPLING & SLIPPER  
1/2 = 1 Foot

Supplied by Shipbuilder  
Forged iron slipper in 2 halves, keyed  
and riveted together to form slipper. To prevent  
the rudder lifting, arranged for rudder to wear  
the back side of stock line.  
Slipper to rest on bolt heads.  
Exact size to be taken from ship.



STERN  
FRAME  
FORGING

# Nº 1066 SHIP. STERN FRAME.

Scale  $\frac{1}{2}$  = 1 Foot

UPPER PART TO BE CAST STEEL.

LOWER - - - FORGED STEEL.

The upper and lower portions of stern frame to be joined together by a  
scarp, scarp to be machined and fitted together at Makers Works to ensure  
being a good fit. No sharp edges where exposed, corners to be rounded as shown.  
Solid gudgeons to be cast, forged on to outer post and fitted with ¾ lignum  
vite bushes bored out to suit diam of postles. 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 slipper to be cast on where shown to allow  
rudder to go over to an angle of 40° each side of centre line.  
Stern Post to be drilled with 1½ dia holes for 18 rivets spaced 5½ 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 Makers Works.

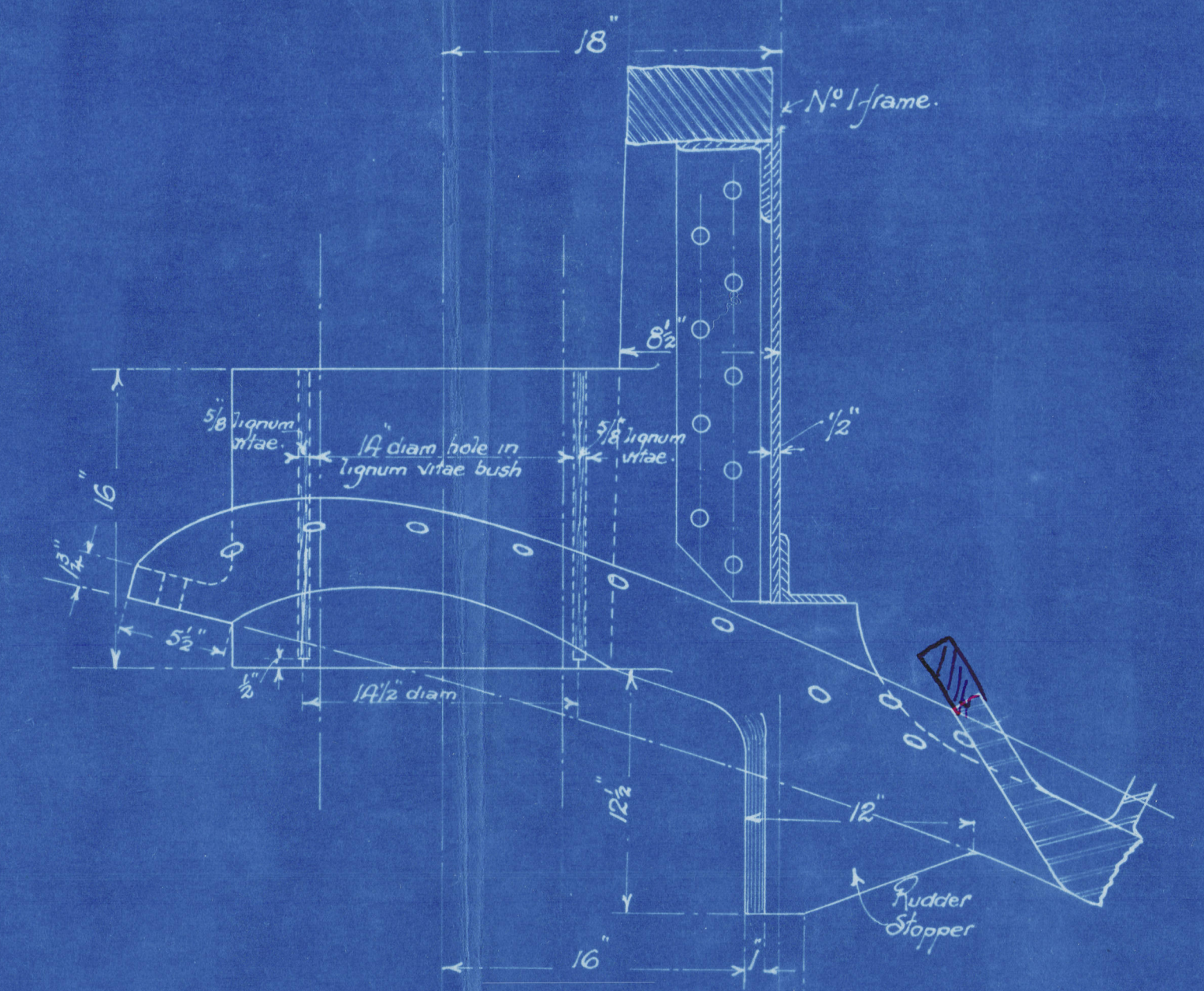
Just holes indicated this @ to be countersunk on each outer side of scarp.

CASTING & FORGING TO BE DELIVERED UNPAINTED

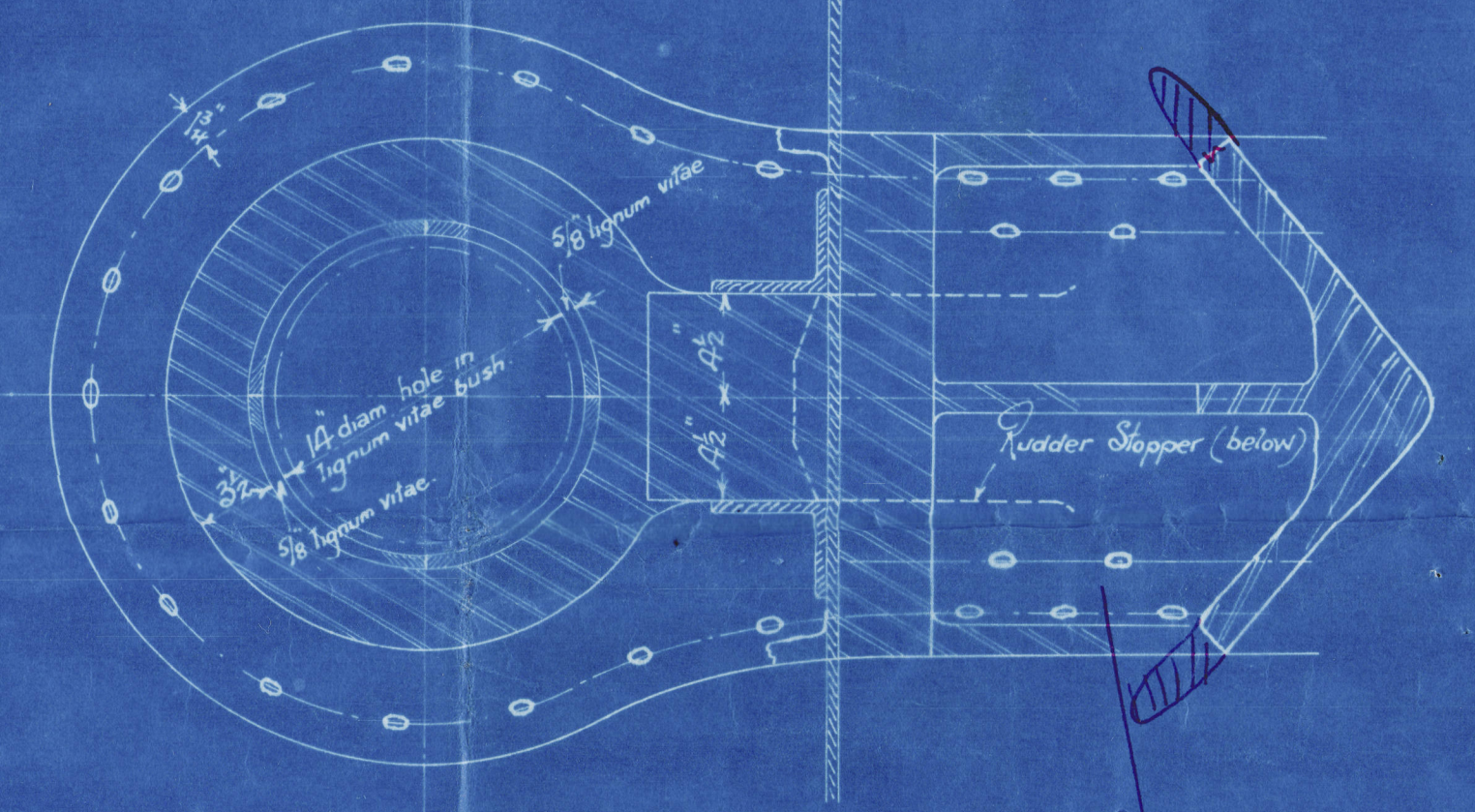
Patterns to be made by Makers of Casting.

Template or plan will be supplied by shipbuilder for use of Makers.

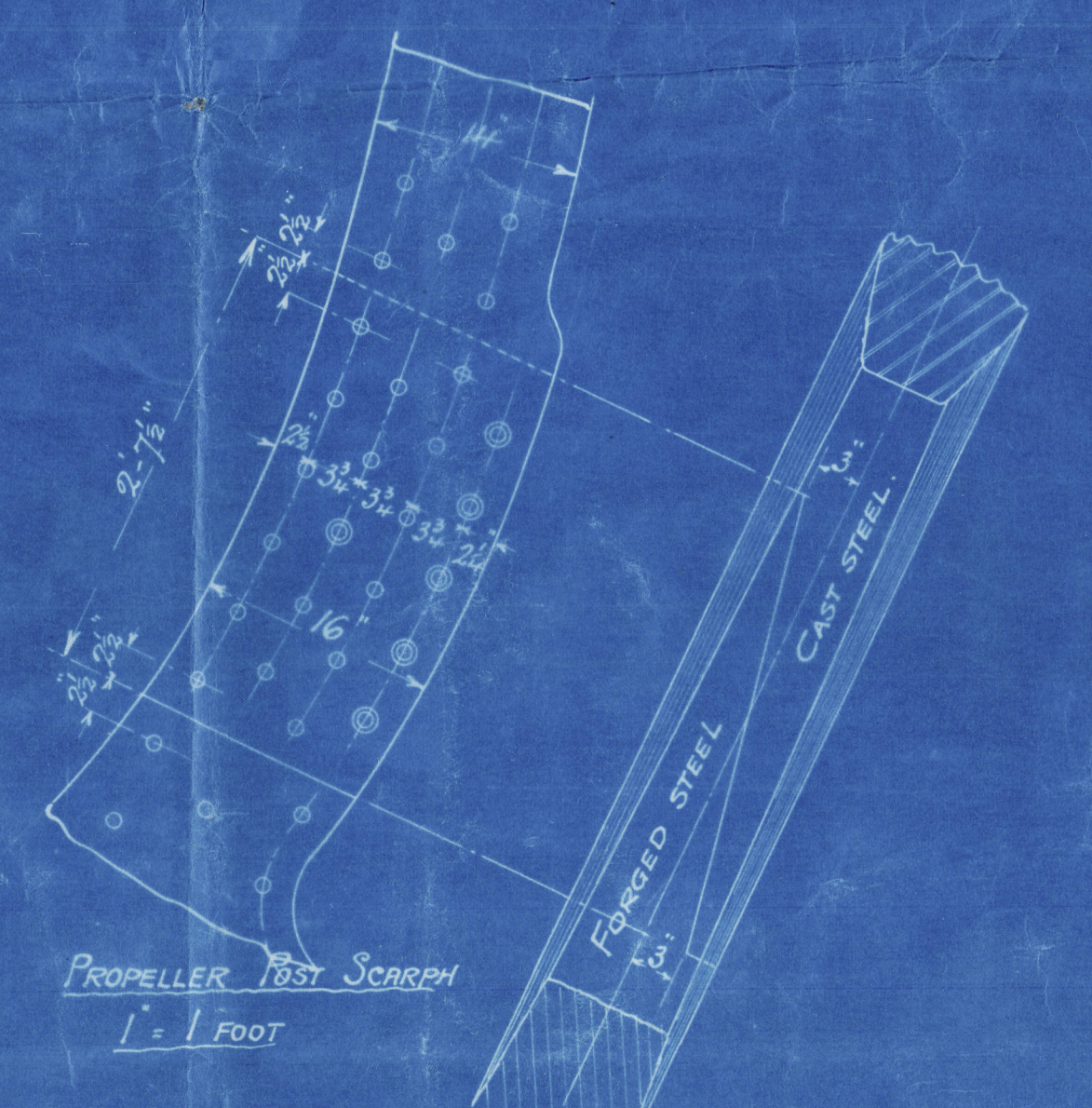
Slots through Stern Frame to be raised ½ above surface of plating.



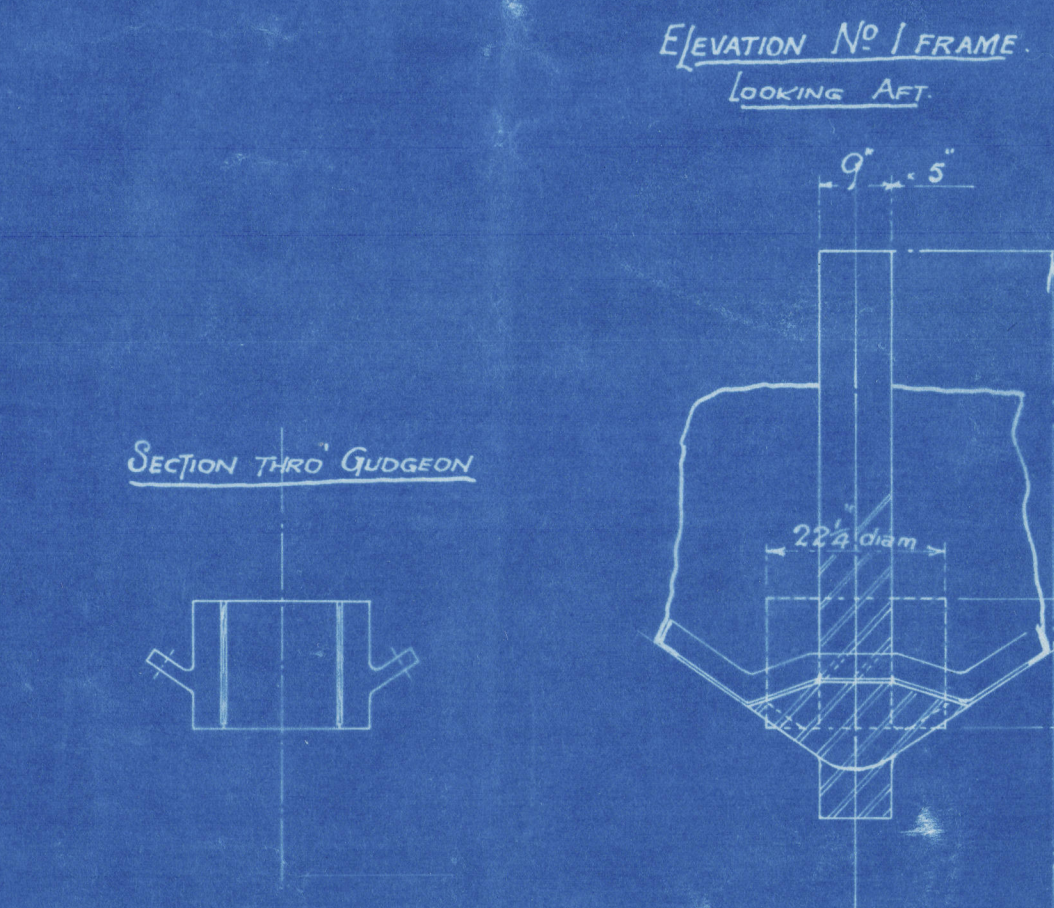
UPPER GUDGEON  
1/2 = 1 Foot



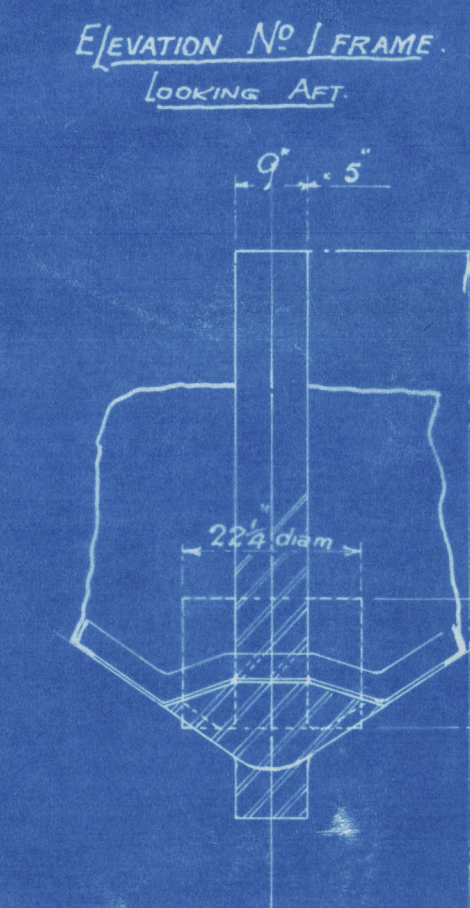
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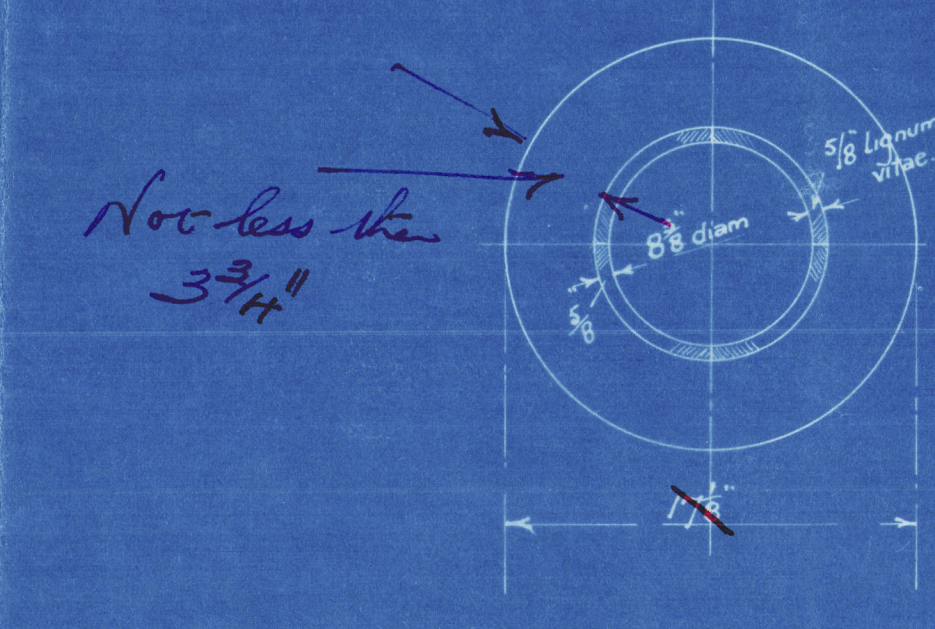
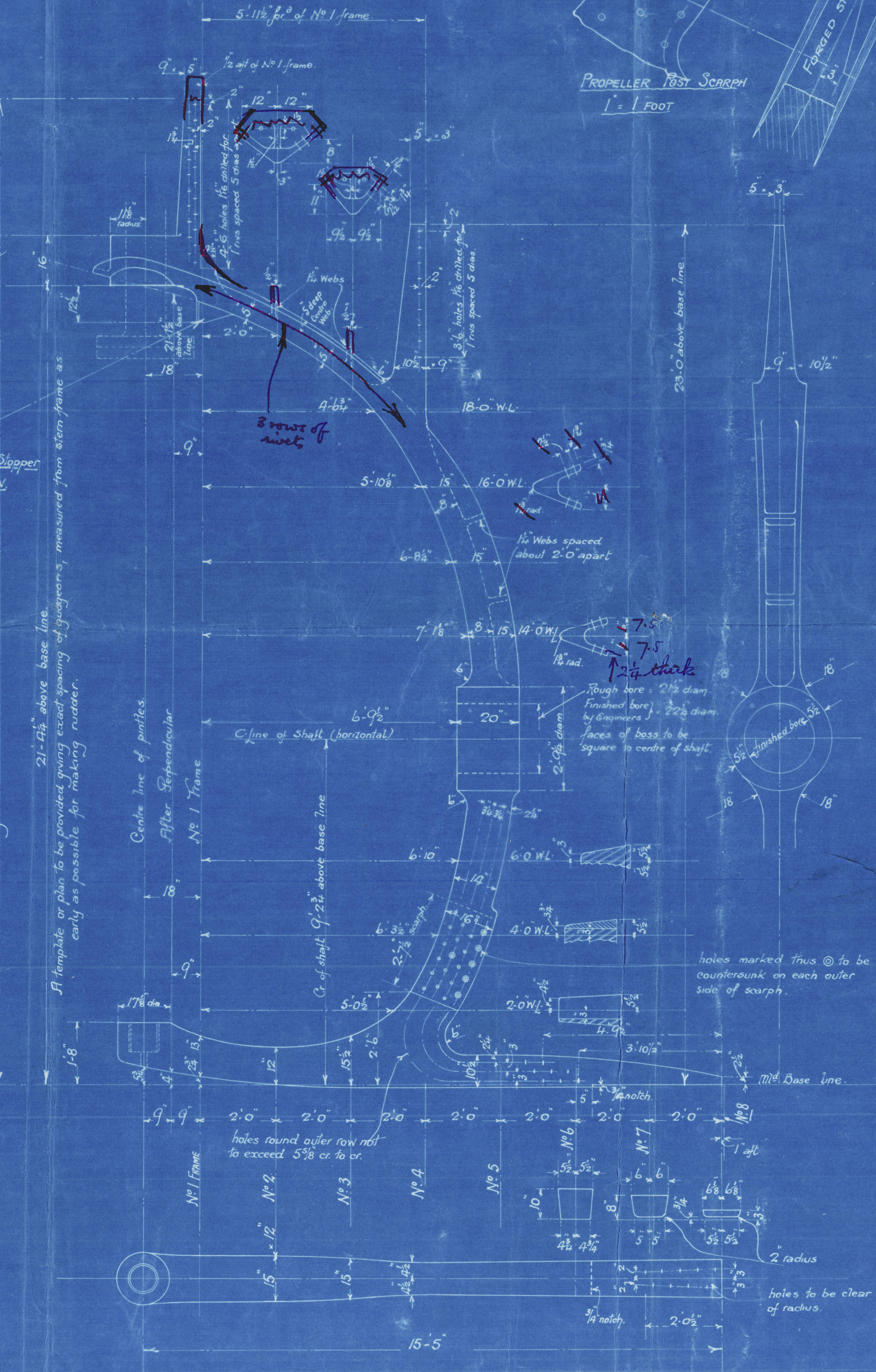
PROPELLER AND SHAFT  
1/2 = 1 Foot



SECTION TRANSVERSE



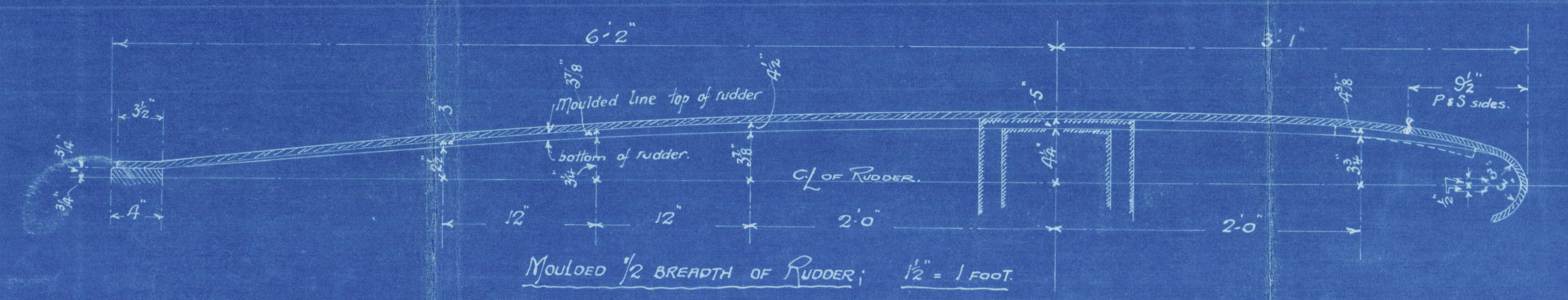
RUDDER SLIPPER  
PLAN VIEW



LOWER GUDGEON

Not less than  
3/4\"/>

NEWCASTLE-UPON-TYNE  
DATE 30/1/30  
WALKER SHIPYARD



Moulded 1/2 BREADTH OF RUDDER; 1/2 = 1 foot



17.

Sir W. G. Armstrong, Whitehall Pass

No 1066.

Sturges & Radley

M.V. "ATTILA"

NEWCASTLE ON TYNE.

Report No. 86497



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Lloyd's Register

004206-004218-0176

Foundation