

Steel forging.  
SCALE ~ 1/2" = ONE FOOT.

~~FORGING. ~ STEEL~~

TO PASS LLOYD'S SURVEY & TESTS BEFORE LEAVING  
ARMS TO BE SHUNK ON & KEYS. MAKERS WORKS

SPEED = 11 KNOTS  
AREA OF RUDDER = 194 SQ FT  
C.O.G. 40 FT F.L. OF PIVOT = 5.85 FT  
 $A \times D = 194 \times 5.85 = 1126$   
RUDDER HEAD = 12 1/2% 10% FOR TANKER (SIDE STIFFENING)  
= 15% DM + OWNER'S EXTRA  
= 15 1/2% DM

STEERING EQUIPMENT TO SUIT 1550R RUDDER HEAD

Rudder Head & Rudder Post to be Coupled Together by a 6" x 4" x 10" FITTED BALL'S  
Alternate steel PILES of TURNING STEEL TAPERED IN RUDDER AREA  
SCREWED UP TIGHT BY NUTS & SCRT PLUGS ALL SUPPLIED BY MARINE  
GRADE TO BE TAKEN THAT CHECKS IF PILES ARE IN LINE, SO THAT  
THE RUDDER WILL BE A GOOD WORKING FIT, ALSO TO BE SQUARE  
TO BASE OFS OF SHIP. COUPLING MACHINED TO BE A GOOD FIT  
RUDDER PLATE SUPPLIED & FITTED BY SHIPBUILDERS

RIVETS IN ARMS TO BE 1/4" DIA SPACED 4" DIA'S  
2 COMPLETE ROWS & COUNTERSUNK ON OUTSIDE OF ARM.  
RIVETS MUST NOT BE OPPOSITE EXCEPT AT  
OUTER ENDS OF ARMS.  
EXTRA RIVETS BETWEEN ROWS TO MAINTAIN  
INTERMATION.

DETAIL OF TOP PINTLE AND GUDGEON

### PLAN OF STOPPER GUDGEONS

### DETAIL OF PINTLES AND GUDGEONS

## PLAN OF OTHER GUDGEONS

BOTTOM PINTLE AND GUDGEON

~~EXACT SPECIFICATIONS OF RUDDER ARMS & GAUGE FOR TURNING PIVOTS WILL BE SENT LATER.~~  
POINT GAUGE TO BE SUPPLIED TO SHIPBUILDERS OF RUDDER HEAD AFTER MACHINING.  
ALL MACHINING & DRAWLING TO BE DONE BY MACHINISTS.  
FORGING MARKS TO APPEAR FOR ANY NECESSARY ADJUSTMENT BEFORE DESPATCHING.  
WRITTEN DIMENSIONS ONLY TO BE TAKEN.  
ANY ALTERATION TO BE NOTIFIED TO  
DIMENSIONS SHOULD BE CAREFULLY WORKED TO AS WE ONLY PAY ON WEIGHT  
CALCULATED TO THESE DIMENSIONS.

SCALE:  $\frac{1}{2}$ " = ONE FOOT

CAST STEEL

~~TO PASS LLOYDS SURVEY~~

PRINCIPAL DIMENSIONS OF SHIP ~

~~LENGTH B.P. 535' 0"~~  
~~BREADTH MLD. 74' 0"~~  
~~DEPTH MLD. 34' 3" TO 2ND DR.~~  
~~48' 9" TO UPPER DR.~~  
~~DRIFT~~

RABBIT 詳細

10 NOV 1936

Examined. 26.1.37.  
In order. (Wass)  
Jethro 18-1-37





Approved 14-10-1936  
Wm. C. C.  
for Chief Surveyor

CARPET OILS TO BE TAKEN THAT CENTRE OF HOLES IN ALL  
 FLOOR GUICHONS IS IN POSITION WITHIN A THIRTY INCH  
 STRAIGHT LINE & SQUARE TO BOLT LINE OF FLOOR  
 ALL FLOOR TO BE DRILLED FOR 1/8 IN. RIVETS.  
 NO MORE THAN ONE RIVET TO BE PLACED IN EACH  
 CORNER TO BE REMOVED OFF  
 ALL MACHINING & DRILLING TO BE DONE BY MARRAS.  
 ALL MACHINING TO BE DONE BY MARRAS.  
 INSPECTED & MARKED BY THEIR SURVEILLOR BEFORE  
 ANY WORK BEING DONE.  
 OBTAINING MARRAS TO ASSISTANCE FOR ANY NECESSARY  
 WORKING BEING DONE.  
 WRITTEN  
 ORALLY INVOICED TO BE TAKEN & TO BE  
 CALCULATED & THERE SIZE  
 TO BE TAKEN TO SURVEILLOR BEFORE WORK  
 WITH PARTICULARITY TO BE TAKEN & TO BE  
 GIVEN FOR RIVETS.  
 GIVEN TO BE TAKEN WITH LUBRICANT  
 RIVETS JUMPED BY MARRAS.

SECTION 12' FOR  
OF FR. NO. 0.

Osaka Iron Works  
No. 1300 號經  
捕鯨工船

舵 *steering post*  
船 *ship*  
尾 *tail*  
骨 *bone*  
材 *material*

scale 大度	1/2
二番一號	殼 9
株式會社大阪鐵工所 造船部造船設計課 課長 三村 洋二 家園 町	
 	 
四保司	田中 洋二 119-6
1番森田	
監製 月日 感	

ELEVATION  
(LOOKING NPT)

SEE FULL SIZE SECTIONS  
OF BRSE.

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Rudder & Sternframe

Osaka Ironworks

N<sup>o</sup>. 1200.

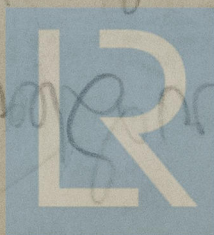
20.1.37.

TONAN MARU N<sup>o</sup>. 2

535'

Osaka 1200

Rudder & Sternframe

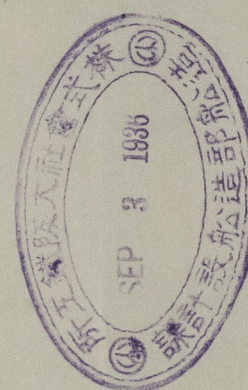
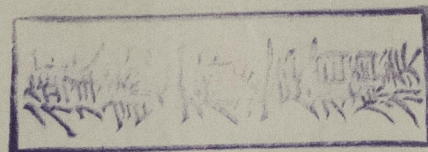


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Lloyd's Register  
Foundation

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