

Messrs. Henry Robb's No. 291.

Plan of sternframe and rudder submitted, in triplicate,
by the Leith Surveyors.

It is submitted the Surveyors be informed that the
proposed scantlings and arrangements have been carefully
examined, and it is considered that they should be modified
in the following respects :-

- (1) To take account of the bending moment on the solepiece
of the stern frame this should be increased in breadth
to $4\frac{3}{4}$ " , and for the same reason the breadth of the
post in way of the belted bearing should not be less
than $3\frac{1}{2}$ inches.
- (2) Six 2" diameter bolts should be fitted attaching the
bearing to the post and three 2" diameter bolts
connecting the flanges on the after side; the flanges
should not be less than 2" in thickness.
- (3) Arrangements should be made to ensure that at the
fore and after sides the flanges of the lower rudder
coupling are kept closed.
- (4) The rudder stock should not be checked below the
lower bearing, and it is suggested that the check
be replaced by a locking ring to prevent the rudder
lifting.
- (5) The rudder side plates should be .56" in thickness,
and it should be noted that experience has shewn
that the connection of these plates to the rudder
frame and stock by means of plug welds is not
satisfactory, and it is recommended that, if possible,
the attachments should be made by riveting.

The Surveyors should discuss the above modifications
with the Builders and arrange for a revised plan to be submitted
for further consideration.

It might be added that the Rule diameter of the
rudder head is $5\frac{1}{2}$ " , and not $6\frac{1}{4}$ " as stated.

The scantlings and arrangements shewn on the plan and
the above modifications have been discussed with the Builders'
London Representative.

Ltr. 25.1.
Ansd. 6.2.
P.C. Gls.
2 plans 1 retained



© 2019
6. 2. 39.

Lloyd's Register
Foundation

W266-0239