

$$\frac{A \times D}{\text{SPEED}} = 10\frac{1}{2} \text{ KNOTS}$$

DETAILS OF COUPLING.

DETAILS OF BOLTS IN COUPLING.

SIX STEEL FITTED BOLTS
1/8" DIA. IN RUDDER COUPLING
WITH NUTS IN PROPORTION
SPLIT PINS & FEATHERS ON
BOLTS TO PREVENT TURNING
SEE DETAIL.

FLANGES OF COUPLING
1 7/8" THICK. FAYING
SURFACES OF FLANGES
TO BE MACHINED.

Note 1. THE CENTRE LINE OF PINTLES IS TO BE PERPENDICULAR TO BASE & 4⁵/₈" PARALLEL TO AFTER SIDE OF RUDDER POST.
CENTRE LINE OF MAINPIECE TO BE 8³/₈" PARALLEL TO CENTRE LINE OF PINTLES.
ALL PINTLES TO BE OF STEEL WITH PHOSPHOR BRONZE LINERS AS PER THIS DRAWING
AND ALL TO BE EFFICIENTLY FITTED.

ALL HOLES IN STERNFRAME AND
RUDER FRAME TO BE DRILLED
BY CONTRACTOR.

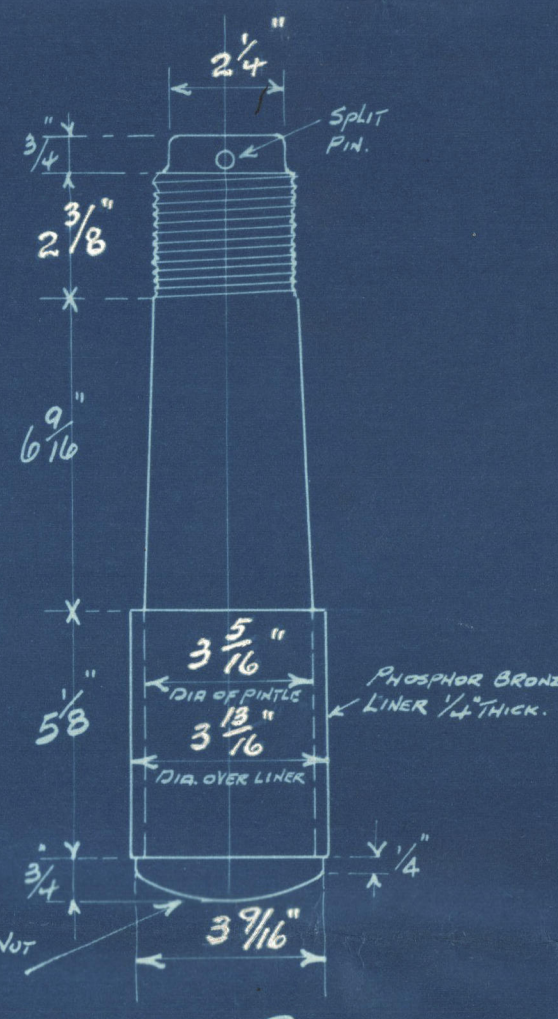
HOLES IN STERNFRAME $\frac{1}{16}$ " DIA.
SPACED NOT MORE THAN 5" APART C to C.
IN EACH ROW, EXCEPT WHERE MARKED
OTHERWISE.
HOLES IN STERNFRAME NOT TO BE COUNTERSUNK

1.
2 PHOSPHOR BRONZE BUSH
IN GUDDON SECURED BY
FOUR 1/2" DIA TAP SCREWS HAVING
COUNTERSUNK HEADS & FITTED FLUSH

HOLES IN RUDDER ARMS TO BE
DRILLED $1\frac{3}{16}$ " DIA. SPACED 5
APART CENTRE TO CENTRE.
ALL HOLES IN RUDDER ARMS
TO BE COUNTERSUNK ON SIDE
OPPOSITE TO PLATE.

NOTE:- RUDDER BRACES
TO BE CAULKED.

DETAIL OF PINTLES



PLAN N° 1488.
PRINT N° 4123

MESSRS BURNTISLAND & CO
NO 140

STERN FRAME & RUDDER

→ S.S. "CALEDON" ←
LTH. 17191.

*The course plan
previously approved.*

12th Oct. 1926.

Designs approved plan

John Burntisland & Co.

*1/10
5/-*

002085-002093-0002