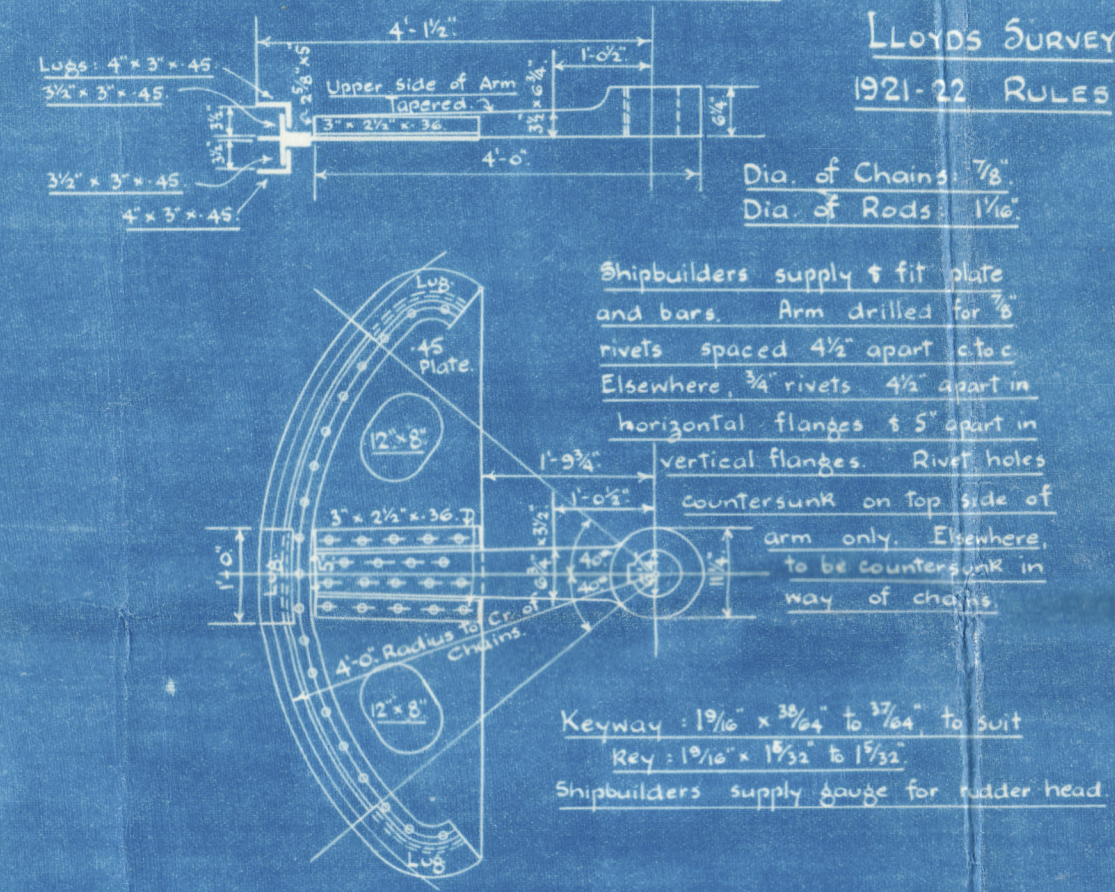


QUADRANT & TILLER

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Scale: $\frac{1}{2}$ " = One Foot.

LLOYDS SURVEY
1921-22 RULES

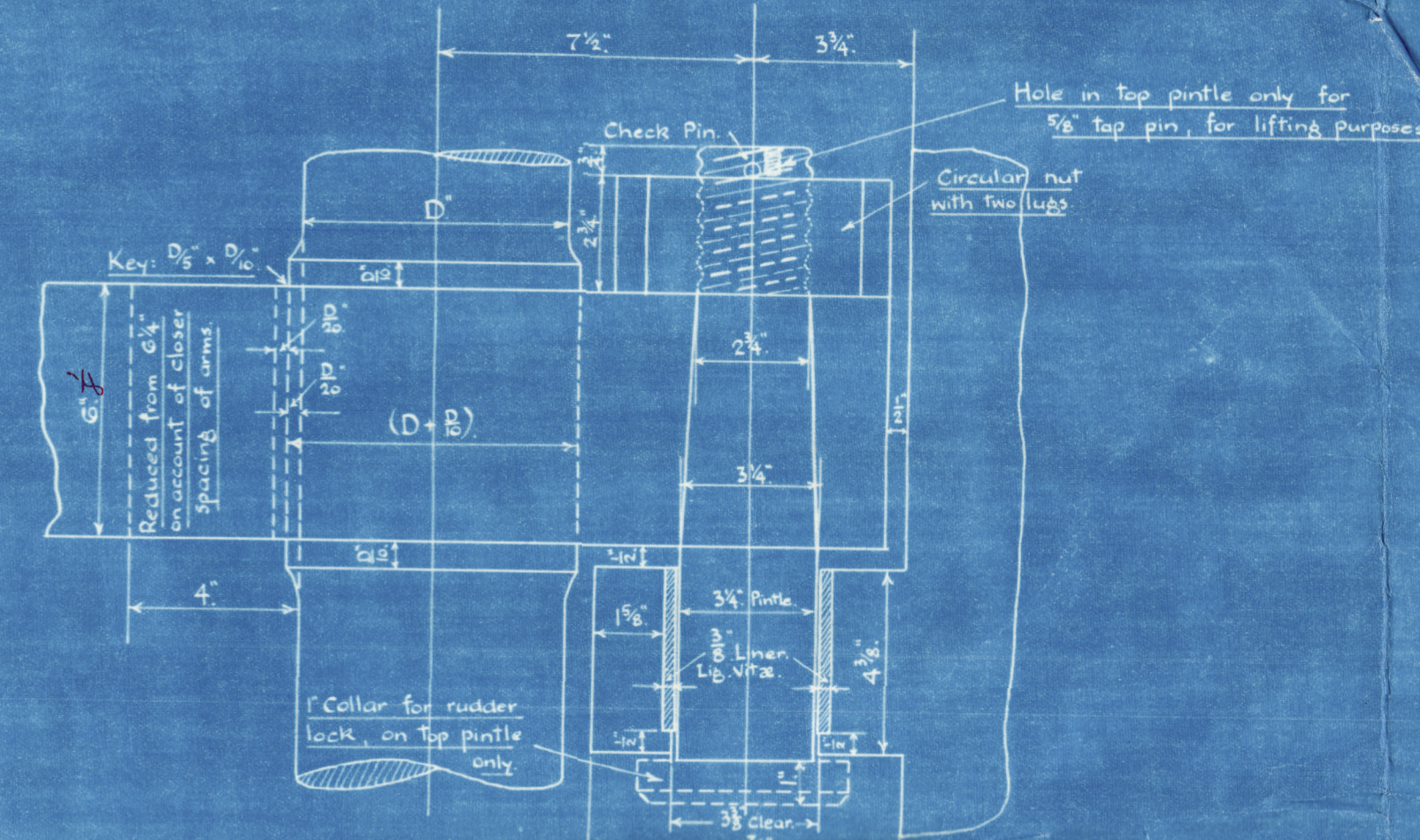


FORGED IRON RUDDER FRAME.

55. 229

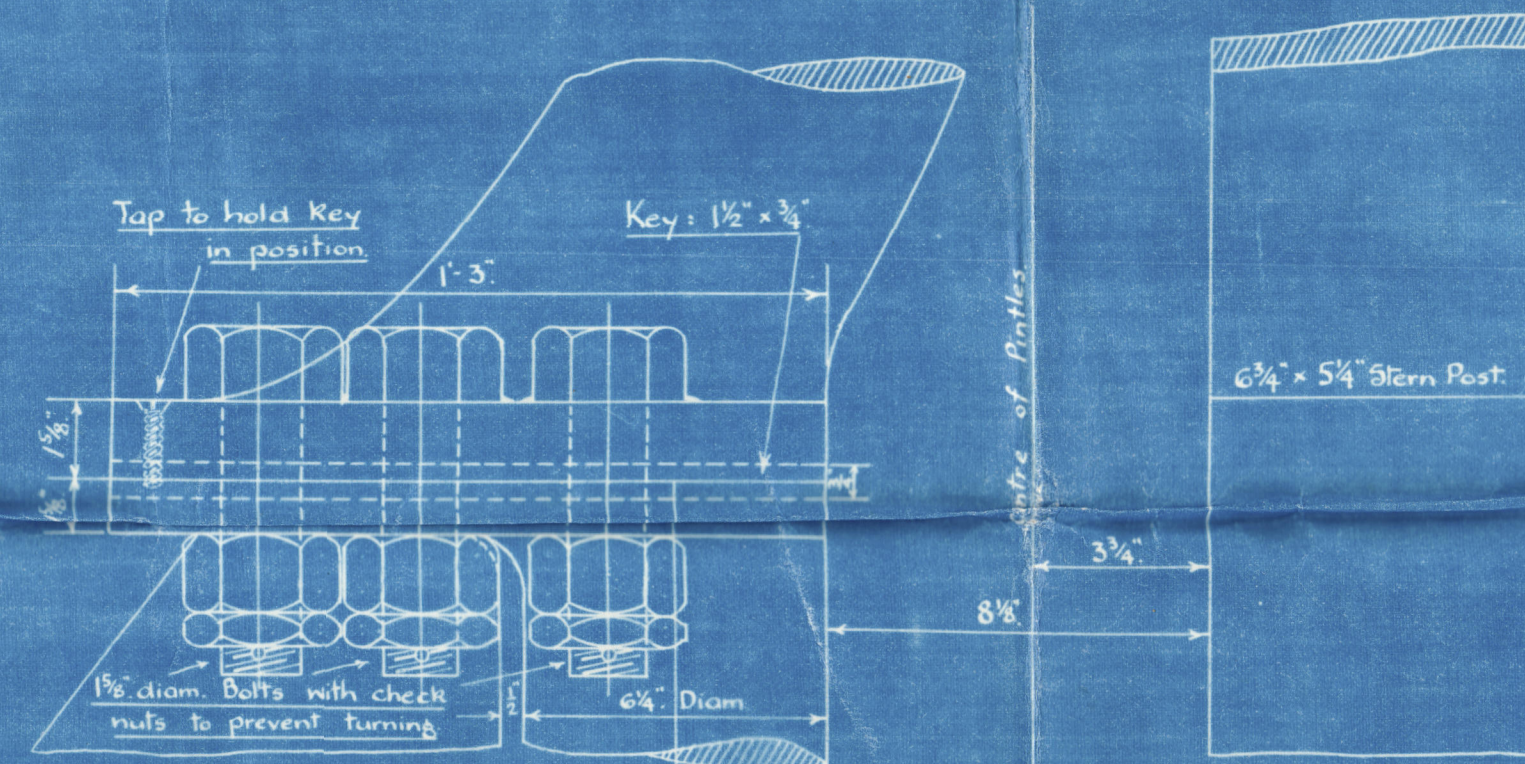
LLOYDS SURVEY.

Main piece of rudder to have straight taper from 24" diam at Coupling, to 4" diam at bottom. Diameter of main piece in way of each arm to be increased 10% to admit of an efficient Keyway being cut. This increase in thickness to be uniform all around the main piece. $\frac{\text{Increase in thickness}}{\text{Length of taper}} = \frac{\text{Increase in diam}}{\text{Length of taper}}$ Diameter, from which Points it is to be gradually tapered over a similar distance to normal diam of main piece. Keys to be 10% of diam of main piece x 20% of diam of main piece.



DETAILS OF PINTLES & GUDGEONS.

Scale: 3" = One Foot.



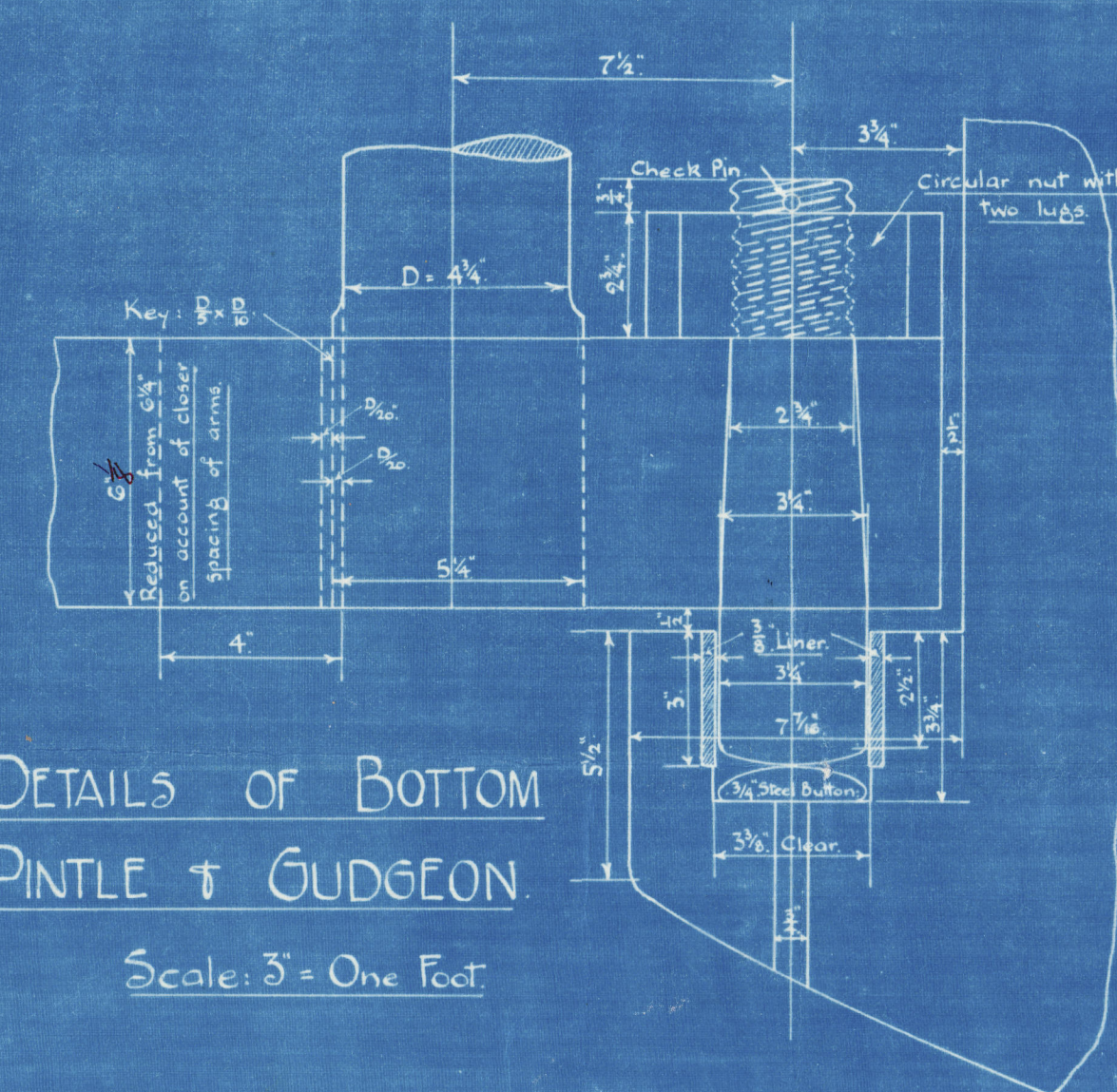
ELEVATION OF CIRCULAR COUPLING

Scale: 3" = One Foot.

CIRCULAR COUPLING SHEWING CLEARANCE FOR UNSHIPING

DETAILS OF
STOPPER ON NO. 1. GUDGEON.

Scale: 3" = One Foot.



DETAILS OF BOTTOM
PINTLE & GUDGEON.

Scale: 3" = One Foot.

Holes in Rudder frame to be drilled for 1 1/2" Rivets, spaced 5' apart, cr. to cr. Holes countersunk by makers.
All pintles to be of steel, 1" to be portable, 3/4" diameter. To be made & fitted efficiently and in accordance with the details shown. Centres of Pintles and of upper rudder stock to be in a dead straight line. Centre line of lower stock to be 7/8" aft of cr. line of pintles, and parallel to it.

SPEED NOT EXCEEDING 10 knots.

AREA OF RUDDER: 67.79 ft^2 = A.
C.G. AFT OF PINTLES: 2.59 ft = D.

$$\underline{A \times D = 175 \cdot 57.}$$

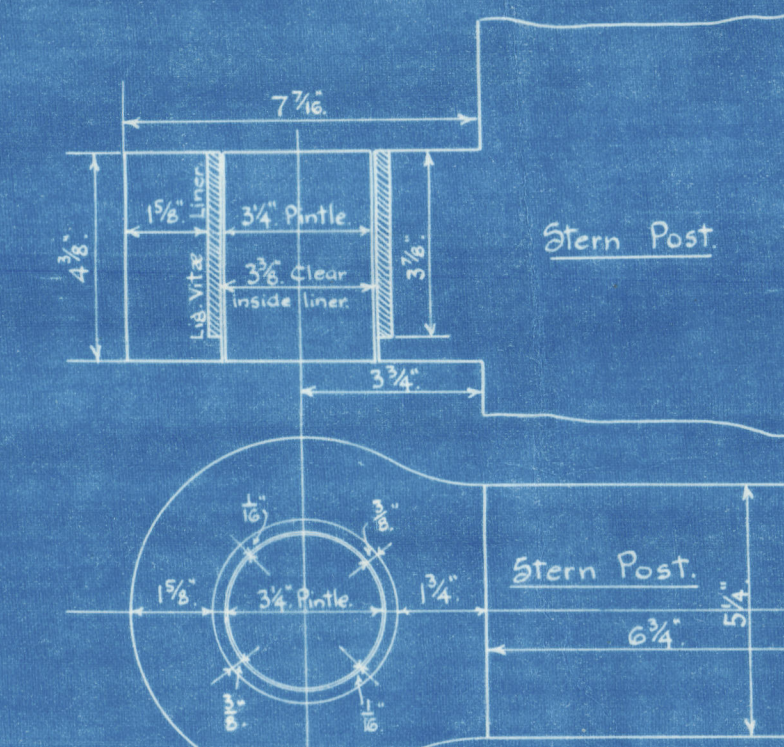
FORGED IRON STERN FRAME.

S.S. 229.

Scale: $\frac{1}{2}$ " = One Foot.

(LLOYDS SURVEY)

1921-2 RULES.



Scale: 3" = 1'-0"

Holes in stern frame to be drilled for 18 rivets spaced not more than 5 1/2" apart or to be 2 1/2" from post (to or of rivets). Holes in all gudgeons to be bushed with steel 5/8" thick. Holes 3/4" clear inside steel. Hole in bottom gudgeon to be 3/4" deep, with 1/4" hole thru, & 1/4" steel button. Centres of gudgeons to be in dead straight line.

Technical drawing of a bevelled gear tooth. The drawing shows a cross-section of a gear tooth with a central shaft. The tooth is bevelled at both the top and bottom. The bevel angles are marked as 10° on both sides of the top and bottom. The top bevel is labeled 5% and 7 1/2%. The bottom bevel is labeled 5% and 7 1/2%. The central shaft is labeled 'of shaft'. The drawing is a technical illustration of a mechanical part.

Wale in bottom dredging
3/4" deep with 1/2" hole size
to floor to bottom supralittoral
filled by mussels so that
it can be taken
out without
removing beach

Bottom of Stern frame .56' below Base line

7' 6" 3' 6" 4' 6" 2' 6"

Total Length 11' 6"

Proceding to Survey
Station

NTS

TYPE IRON SHIPBUILDING CO. LTD.
WILLINGTON-QUAY-ON-TYNE.
DATE 12th December 1924
DRAWING NO. 8455
DRAWN BY [Signature]
CHECKED BY [Signature]
LLOYD'S REGISTER

Stemframe Hudder

W. 229

Tyne Iron S B & Co

S. S. REDRIF

NEWCASTLE ON TYNE.

Report No. 78285

003788-003799-0036

W. 229.

Tyne Iron S B & Co.

Stemframe Hudder.

003788-003799-0036



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Lloyd's Register
Foundation