

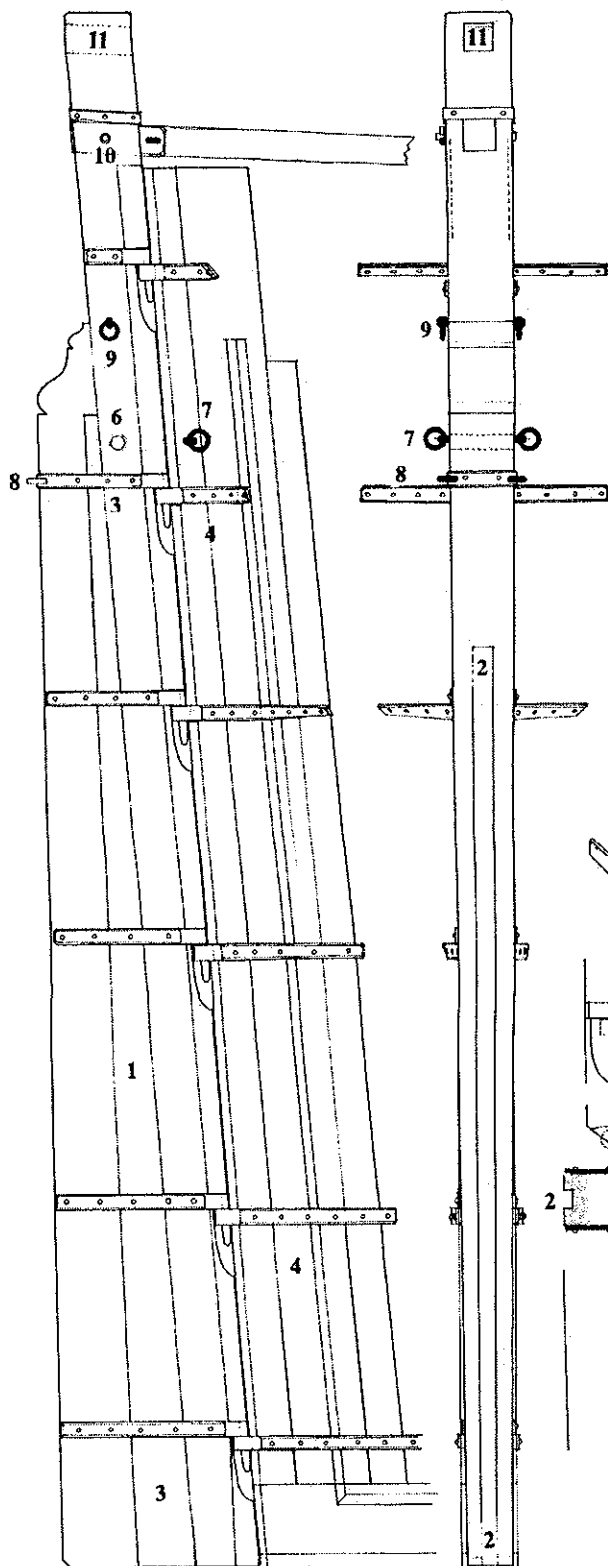


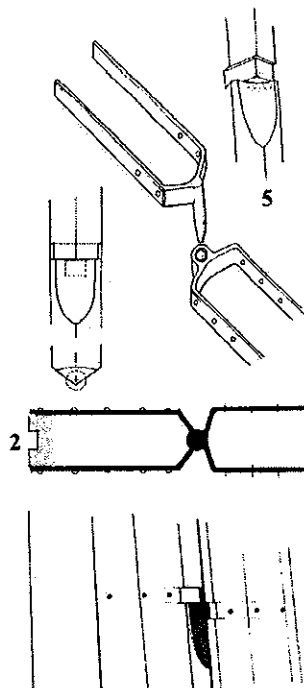
Fig. 176

Rudder, and Close-up of the Pintles and Braces

This Drawing shows the rudder and the sternpost to a scale of 1/48, the largest scale possible if I wished to show the full height of the rudder on a single page; somewhat arbitrarily, I have represented the sternpost, false-post and inner-post without the transoms or the stern-planking; thus the braces appear to project into thin air.

On the Drawing of the rudder seen from behind, note that it is narrower than the sternpost at the heel, while the rudderhead is wider above the hance than the sternpost, the thickness of which is shown with two dotted lines. Note also that the bearding-piece stops just below the tiller, which passes over the top of the false-post and the sternpost.

The detail of the pintles and the way the bearding-piece is cut away beneath them is shown in a number of sketches, illustrating the pindle-scores cut to accommodate the pintles and the gudgeons supporting them.



1. Afterpiece made of two pieces of fir, joined by bolts running right through them and the mainpiece from front to back. The top of the afterpiece ends in two hances in the form of ogee mouldings, one large and the other small.
2. Channel of the afterpiece.
3. Rudder-iron incorporating the male part or pindle.
4. Brace fastened to the sternpost incorporating the female part or gudgeon.
5. Close-up of the pindle-scores.
6. Hole through the mainpiece for the rudder-strop.
7. Ringbolt clenched to the false-post for the rudder-strop.
8. Rings welded to the fifth rudder-iron to form a ring plate, to which the chains of the rudder-pendants are made fast.
9. Ringbolts; ropes made fast to these rings are used to hold the rudder amidships while the spare tiller is shipped.
10. Round-headed bolt with forelock to secure the tiller in the rudder-head.
11. Slot for the spare or emergency-tiller.