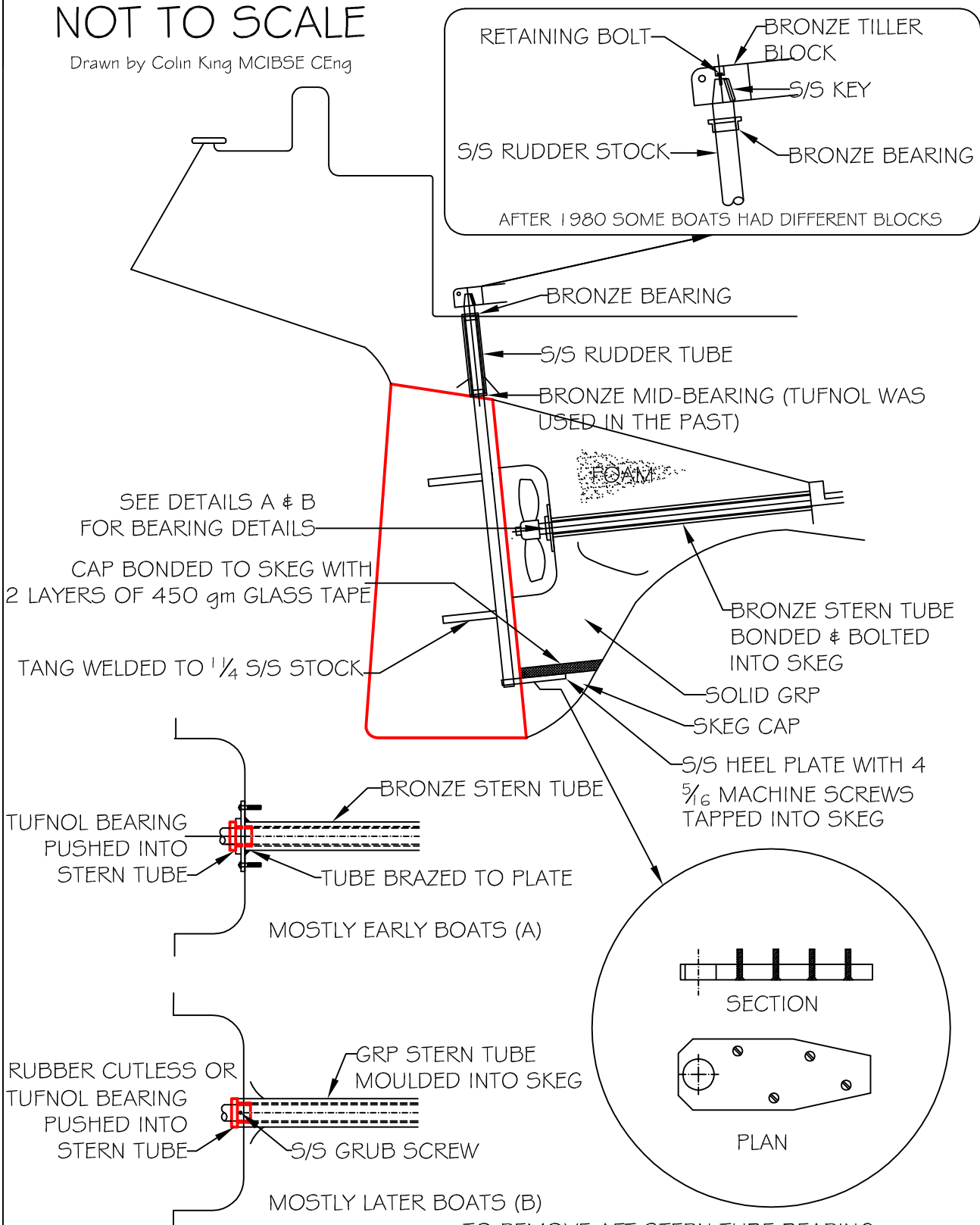


NOT TO SCALE

Drawn by Colin King MCIBSE CEng



RETAINING BOLT →

BRONZE TILLER BLOCK →

S/S KEY →

S/S RUDDER STOCK →

BRONZE BEARING →

AFTER 1980 SOME BOATS HAD DIFFERENT BLOCKS

SEE DETAILS A & B FOR BEARING DETAILS

CAP BONDED TO SKEG WITH 2 LAYERS OF 450 gm GLASS TAPE

TANG WELDED TO 1/4 S/S STOCK

BRONZE BEARING →

S/S RUDDER TUBE →

BRONZE MID-BEARING (TUFNOL WAS USED IN THE PAST)

FOAM

BRONZE STERN TUBE BONDED & BOLTED INTO SKEG

SOLID GRP

SKEG CAP

S/S HEEL PLATE WITH 4 5/16 MACHINE SCREWS TAPPED INTO SKEG

TUFNOL BEARING PUSHED INTO STERN TUBE

BRONZE STERN TUBE

TUBE BRAZED TO PLATE

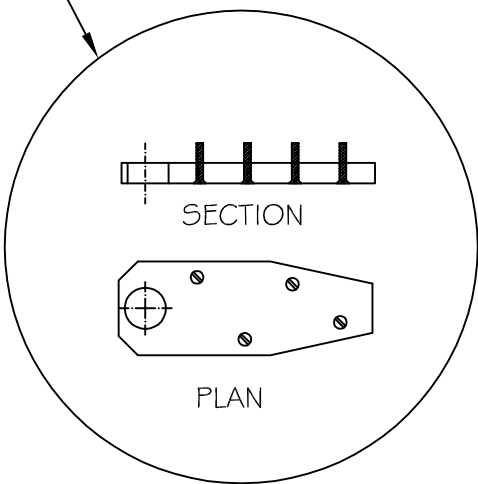
MOSTLY EARLY BOATS (A)

RUBBER CUTLESS OR TUFNOL BEARING PUSHED INTO STERN TUBE

GRP STERN TUBE MOULDED INTO SKEG

S/S GRUB SCREW

MOSTLY LATER BOATS (B)



- TO REMOVE RUDDER**
1. Remove GRP Bonding & remove skeg cap
 2. Unscrew 4 S/S machine screws & remove heel plate
 3. Undo bolt in bronze tiller block. Put wood block under rudder.
 4. Drive stock through block with brass punch

- TO REMOVE AFT STERN TUBE BEARING**
1. Remove rudder
 2. Remove prop
 3. If stern tube is type A it is possible to grip outer end of bearing with 'Mole' grips & slide bearing off the shaft
 4. If stern tube is type B remove grub screw in side of GRP stern tube & slide bearing out
 5. If bearing breaks up remove shaft by uncoupling from gearbox and sliding out. With the shaft out the bearing may be driven out