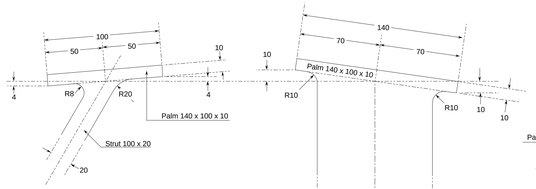
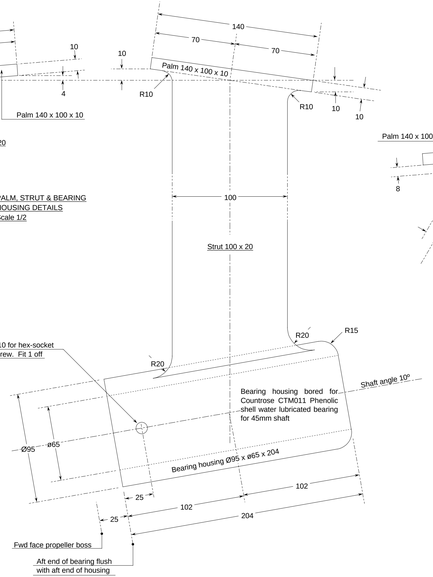


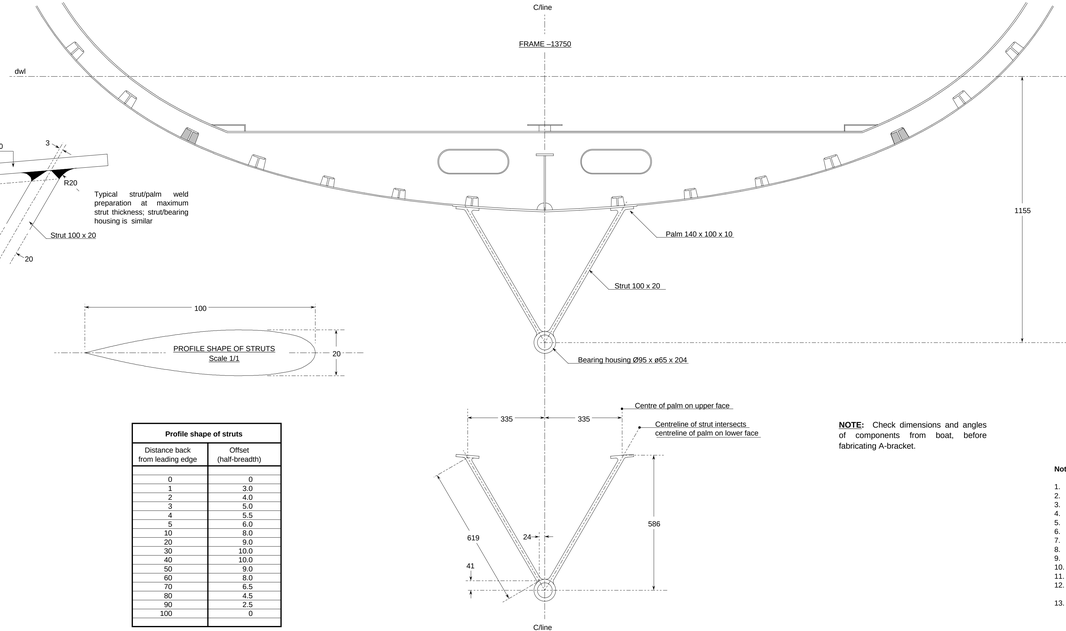
PALM, STRUT & BEARING HOUSING DETAILS
Scale 1/2

Typical strut/palm weld preparation at maximum strut thickness; strut/bearing housing is similar

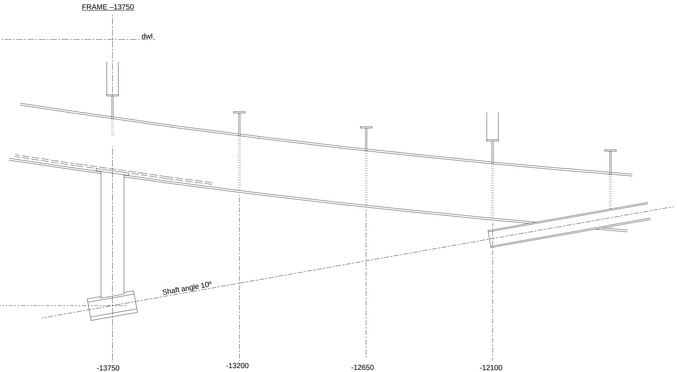


PROFILE SHAPE OF STRUTS
Scale 1/1

Profile shape of struts	
Distance back from leading edge	Offset (half-breadth)
0	0
1	3.0
2	4.0
3	5.0
4	5.5
5	6.0
10	8.0
20	9.0
30	10.0
40	10.0
50	9.0
60	8.0
70	6.5
80	4.5
90	2.5
100	0



NOTE: Check dimensions and angles of components from boat, before fabricating A-bracket.



Notes:

1. All measurements and dimensions are in millimetres unless noted otherwise.
2. The Zero Point is the intersection of the Datum Waterline (marked "dwl") and the forefoot.
3. The centreline is marked " C/line ".
4. Offsets are measured about centreline.
5. Heights are measured above or below (marked "-") the dwl.
6. Positions are measured forward and aft (marked "-") of the Zero Point.
7. Frame and Floor positions are given to centre of webs.
8. Bulkhead positions are given to centre of bulkhead plating.
9. Tube diameters refer to outside diameter (followed by wall thickness) unless otherwise noted.
10. A-bracket shown is for welded fabrication and with the palms welded to the hull skin.
11. Struts and palms can be mild steel or stainless steel (Grade 316 S16). Bearing housing should preferably be stainless steel.
12. Shaft bearing is Countrose CTM011 Phenolic shell water lubricated for 45mm shaft. Bearing is retained in housing by 2 off M10 hex-socket head grub screws, just dimpled into bearing shell and retained by Loktite thread sealant.
13. Shaft brackets are subject to considerable vibration. Carry out full preparation of strut ends for fillet welding to palms and bearing housing; bring welds out to full depth and then additional runs to provide fairing and gradual change of section from palm (or bearing housing) to strut. Fillet welds palms/hull skin are continuousl fillet welds (as weld schedule).

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Boat 044

A-Bracket

Scale	1/10, 1/2 & 1/1
Date	30/05/2010
Plan No.	044/006/003
Issue No.	01 web
Drawing: 1118 x 305 – 44" x 12"	

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