

Rudder post for rudders for water vehicles

This invention relates to a rudder post for rudders for water vehicles.

Rudder posts for rudders of water vehicles are mainly made of wrought iron. If rudder posts with a big length are to be forged, there are difficulties as far as only a very small number of forges with a corresponding capacity are available and the orders of rudder posts, in particular with a length over 10 m, mostly verge on the capacity of these forges. Add to this that such rudder posts which are long and often have also a big diameter have a high weight which often exceeds the 100 t limit. This requires again particular constructions of the positioning and suspension of the rudder blade on the rudder post.

Thus, the aim of this invention is to create a rudder post which has a low weight by being big and which is partly made of a metallic material, in particular of wrought iron, so that a high flexural strength and torsion stiffness nevertheless remains maintained.

This aim is achieved with a rudder post according to the above described type with the characteristics indicated in claim 1.

Accordingly, the invention consists in that the rudder post has end sections made of a metallic material, in particular of wrought iron, and a mid section made of a nonmetallic material connected with the end sections.

According to a preferred embodiment of the invention, the mid section of the rudder post made of a nonmetallic material is

made of a carbon fiber composite material or of carbon fibers, preferably of graphite fibers.

Moreover, the invention provides that both end sections of the rudder post made of wrought iron are provided at their front sides turned to each other with neck-type reduced journal-shaped sections, the peripheral surfaces of which are provided with structures as adhesive surfaces for the mid section made of carbon fibers which surround the journal-shaped sections in form of windings, whereby the carbon fibers are coated and filled with a cast resin in the whole winding area which extends over the length of the mid section.

Further advantageous configurations of the invention are the subject of the subclaims.

The configuration of the rudder post according to the invention brings the advantage that rudder posts with a big length, a big diameter and a high weight can be manufactured for rudders of water vehicles without a fabrication of the whole rudder post of wrought iron being necessary because only the end sections of the rudder post are made of wrought iron while the mid section of the rudder post which is situated between the end sections is made of a nonmetallic material, in particular of a carbon fiber composite material or of carbon fibers, preferably of graphite fibers, which form the mid post section of the rudder post in form of windings, whereby the windings of the carbon fiber composite material or of the carbon fibers extend into the opposite ends of the end sections of the rudder post and are fixedly connected with these end sections. In this way, a rudder post is created, the end sections of which are made of wrought iron and can thus be exposed to the highest loads. Moreover, the end sections of the rudder post made of wrought iron

receive the bearings for the positioning of the rudder post in port bearing for the rudder post.

The subject of this invention is represented as an example in the drawings.

Fig. 1 shows a rudder arrangement provided in the after-body area with a rudder post placed in a rudder port bearing.

Fig. 2 shows an enlarged representation of the rudder arrangement, partly in a side view, partly in a vertical cut.

Fig. 3 shows a view of a rudder post with end-sided sections of wrought iron and with a mid post section made of a nonmetallic material.

Fig. 4 shows a view of a rudder post with end sections made of wrought iron and a mid section of wounded carbon fibers which is connected with the end sections.

For the embodiments shown in fig. 1 and 2, 10 designates a hull, 20 a rudder port bearing with its ends 20a, 20b, 30 a rudder blade and 40 a rudder post.

The rudder port bearing 20 configured as cantilever beam is fixedly connected with its upper end 20a with the hull 10 and has an inner bore 25 which receives the rudder post 40. The rudder port bearing 20 penetrates into the rudder blade 30 which is fixedly connected with the free lower end 20b of the rudder post 40 guided through the inner bore 25 of the rudder port bearing 20. The preferably cylindrical taper 35 formed in the rudder blade 30 for receiving the free end 20b of the rudder port bearing 20 is limited by a lateral planking 36, 37 (fig. 2).

For the positioning of the rudder post 40, the rudder port bearing 20 has at least one bearing. For the embodiment shown in fig. 2, two bearings 70, 71 are provided, namely an inner bearing 70 and an outer bearing 71, whereby the bearing 70 is configured on the inner wall face of the rudder port bearing 20 and the other bearing 71 on the outer wall face of the rudder port bearing or on the inner wall face of the bearing provided on the rudder blade 30.

The rudder post 40 positioned in the rudder port bearing 20 is configured in such a manner that its both end sections 41, 42 are made of wrought iron, whereas the mid post section 45 is made of a nonmetallic material, in particular of a carbon fiber composite material or of carbon fibers, preferably of graphite fibers (fig. 3). By wrought iron, an iron with a carbon content below 0,6% is understood.

Different constructive configurations can be provided for the fixing of the mid post section 45 of the rudder post 40. As the embodiment according to fig. 4 shows, the front sides opposed to each other of both end sections 41, 42 have journal-shaped sections 51, 52 which are preferably provided with an outer wall structure 51a, 52 in order to guarantee the grip and the support of the mid post section 45 made of carbon fibers. Preferably the carbon fibers or the carbon fiber composite material are fixed on the journals 51, 52 of the end sections 41, 42 by windings 60, whereby the windings extend over the periphery of both journals 51, 52 and over the whole length of the mid post section 45. For increasing the strength, the carbon fibers are covered or coated with a cast resin.

The configuration of the rudder post according to the invention is particularly advantageous in so far as very big lengths of rudder posts can be produced with a lowest weight. For a rudder post having for example a length of 10 m, the weight will be reduced by more than 50% compared to a rudder post which is completely made of wrought iron.

A further embodiment provides that the rudder post 40 placed in the rudder port bearing 20 has material reinforcements 80 in the area of the bearings 70, 71 placed in the rudder port bearing 20, whereby preferably the material reinforcements 80 are provided in the area of the rudder port bearing end 20b. These material reinforcements 80 are configured on the rudder post 40 preferably on the end section 42 of the rudder post 40 in the area of the inner bearing 70 provided on the rudder port bearing 20 (fig. 2).

List of reference numerals

10	Hull
20	Rudder port bearing
20a	Upper rudder port bearing end
20b	Lower rudder port bearing end
25	Inner bore
30	Rudder blade
35	Cylindrical recess
36	Lateral planking
37	Lateral planking
40	Rudder post
40a	Lower rudder post end
41	End section
42	End section
45	Mid post section
51	Journal
52	Journal
51a	Surface structure
52a	Surface structure
60	Carbon fiber windings
70	Inner bearing
71	Outer bearing
80	Material reinforcement

Claims

1. Rudder post for rudders for water vehicles,
characterized in
that the rudder post (40) has end sections (41, 42) made
of a metallic material, in particular of wrought iron, and a
mid post section (45) made of a nonmetallic material
connected with the end sections (41, 42).
2. Rudder post according to claim 1,
characterized in
that the mid post section (45) of the rudder post (40) made
of a nonmetallic material is made of a fiber composite
material or of carbon fibers, preferably of graphite fibers.
3. Rudder post according to any of the claims 1 and 2,
characterized in
that both end sections (41, 42) of the rudder post (40)
made of wrought iron are provided at their front sides
turned to each other with neck-type reduced journal-
shaped sections (51, 52), the peripheral surfaces of which
are provided with structures (51a, 52a) as adhesive
surfaces for the mid post section (45) made of carbon
fibers which surround the journal-shaped sections (51, 52)
in form of windings (60) on the end sections (41, 42),
whereby the carbon fibers are coated and filled with a cast
resin in the whole winding area which extends over the
length of the mid section (45).
4. Rudder post according any of the claims 1 to 3,
characterized in

that the ratio of the length of the end sections (41, 42) and of the mid post section (45) of the rudder post (40) is $1/6$ to $2/3$.

5. Rudder post which is placed in a rudder port bearing (20) according to any of the claims 1 to 4, characterized in that the rudder post (40) has material reinforcements in the area of the bearings (70, 71) placed in the rudder port bearing (20).
6. Rudder post according to claim 5, characterized in that the material reinforcements (80) are provided in the area of the rudder port bearing end (20b).
7. Rudder post according to claim 5 or 6, characterized in that the material reinforcements (80) are configured in the area of the inner bearing (70) provided on the rudder port bearing (20).