

S. S. Guardian

Lth. Report. No 8220.

LTH566-0066

maison

Mr. R. P. M.

1429

Lloyd's Register  
Foundation



27.2.96

BREADTHS IN LENGTH 6.1  
DEPTHS " " 15.4

MIDSHIP SECTION OF SCREW STEAMER N<sup>o</sup> 23

Guardian  
Lith. Reprob. N<sup>o</sup>.

$$-146' \times 23'9'' \times 10'1\frac{1}{2}'' M^D$$

SCALE  $\frac{1"}{2} = 1 \text{ FOOT}$

To class 100 A1 Steel

## NUMERALS

$\frac{1}{2}$  BREADTH - - - 11.87  
 $\frac{1}{2}$  GIRTH - - - 20.58  
 DEPTH - - - 10.78  
 43.23. 1<sup>st</sup> No  
 145  
 21615  
 17292  
 4323  
 626835 2<sup>nd</sup> No

-QB DK NUMERALS.

$\frac{1}{2}$ BREADTH	11.87
$\frac{1}{2}$ GIRTH	24.08
DEPTH	16.28
	<u>50.23</u>
	145
	25115
	20092
	5023
	<u>728535</u>

LEN. OF ERECTIONS 112' = .77 OF LEN.

6268.35  
603.32  
6871.67 EQUIP. NO

## EQUIPMENT

2 BOWER ANCHORS  $7\frac{1}{2}$  GWTS  
1 STREAM "  $2\frac{1}{4}$  "  
1 KEDGE " 1 "  
165 FTHS 1" STUD CHAIN GABLE  
45 "  $\frac{1}{16}$ " STREAM CHAIN  
75 "  $\frac{1}{2}$ " HEMP (TOWLINE)  
90 "  $5\frac{1}{2}$ " HAWSER  
90 "  $5\frac{1}{2}$ " WARP

BULWARK  
6" IN WAY OF  
20 BREAK  
K. STOCK  
"  
"  
ALT. R. FRAM  
QBOK SIDE  
PLATING 6"  
DOUBLED 20  
AT BREAK

Q& D& BEAMS  $4 \times 2\frac{1}{2} \times \frac{6}{20}$  ANGLES ON EVERY FRAME  
HATCH END BEAMS  $6 \times 3 \times \frac{8}{20}$  BULB ANGLE

FORECASTLE DK 2" W.P.  
BRIDGE " 3" P.P.

BRIDGE DE BEAMS 4x5<sup>11</sup>/<sub>2</sub> ANGLES ON  
ALT. FRAMES  
FORECASTLE DE BEAMS 4x2<sup>11</sup>/<sub>2</sub> ANGLES ON  
EVERY FRAME  
" " STRINGER 5<sup>11</sup>/<sub>2</sub> ANGLE 2<sup>11</sup>/<sub>2</sub>x2<sup>11</sup>/<sub>2</sub>  
" " PLATING 5<sup>11</sup>/<sub>2</sub>

ROUND OF BEAM 8"  
BEAMS 1x2<sup>6</sup>x20 ANGLES ON EVERY FRAME  
FRAMES 3x2<sup>5</sup>x20 ANGLES SPACED 21" APART  
KEY " 2<sup>2</sup>x2<sup>5</sup>x20 TO UPPER TURN OF BILGE.  
LOOKS 12<sup>6</sup>x20 FOR 3' LEN. TO 2<sup>5</sup>" UNDER E. 20" UNDER B.  
CLARS 2<sup>2</sup>" IN WAY OF Q'S DECK  
H. 5" STIFF 3x2<sup>5</sup>x20 COLLISION B.H. STIFF 3x2<sup>5</sup>x2<sup>6</sup>x20 " AN  
PEAK " " "  
HEEL Y<sup>1</sup>x1<sup>2</sup> STEM C<sup>1</sup>x1<sup>2</sup> STERNPOST 6<sup>4</sup>x3<sup>5</sup>  
BUDDER L<sup>1</sup> AT HEAD 2 PINTLES 5x1<sup>2</sup>x3<sup>5</sup>

TO SCARP  
4 FRAME  
SPACES IN  
QB DS

CENTRE KEELSON 10' X 20' 8" 20'  
" ANGLES 5' X 5' 6" X 20'  
RIDER PLATE 6' X 4' FOR 3' LEN.

LING 2" W.P. WASH PLATE  
FOR LEN.  
 $3 \times 3 \times \frac{1}{8}$   
F267069

FOR LEN. II  
 $5 \times 22 \times \frac{1}{8}$   
F267069

5"x22"x<sup>1/8</sup>BULB ANGL.  
FOR LEN. II  
 $5 \times 22 \times \frac{1}{8}$  FTA  
F267069

ES 2" O.F. FOR LEN.

$A \quad \frac{1}{2} \times 0 \quad 46 \times \frac{1}{2} \times 1706 \quad \frac{1}{2} \times 0 \quad 54 \times \frac{1}{2} \times 1706 \quad \frac{1}{2} \times 0$   
 $\quad \quad \quad 20 \quad \quad \quad 20 \quad \quad \quad 20$   
 SHARBOARD STRAKE  
 $42 \times \frac{1}{2} \times 8 \times 20$

$5' \times 2' 2\frac{1}{2} \times \frac{1}{20}$   
 $2' \times 2' \times \frac{5}{16}$  DOUBLE  
 $2' \times 2' \times \frac{5}{16}$  SINGLE  
 DOUBLED AT  
 FRONT OF BRIDGE  
 SHEERSTRAKE  $4' 2' \times \frac{8' 70}{20}$   
 DOUBLING  $18' \times \frac{1}{20}$  FOR  $\frac{3}{2}$  LEN. OR  
 STRAKE INCREASED  $\frac{3}{2}$  FOR  $\frac{3}{2}$  LEN.  
 $4' 2'$  DOUBLE  
 Sheerstrake increased  $\frac{3}{2}$   
 in lieu of doubling. -  $\frac{3}{2}$

## - RIVETING -

ALL SHELL BUTTS EXCEPT GARBOARD  
LAPPED & TREBLE RIVETED FOR  $\frac{1}{2}$  LEN.  $\frac{1}{2}$   
REMAINDER DOUBLE  
GARBOARD STRAKE STRAPPED & DOUBLE RIV.<sup>2</sup>  
STRINGERS LAPPED & DOUBLE RIV.<sup>2</sup> F & A  
DE PLATING DOUBLE FOR  $\frac{1}{2}$  LEN. REMAINDER SINGLE

19<sup>th</sup> Feb. 96  
H.A.