

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. 33409
(For London Office only.)

18 MAY 1932

GLASGOW REPORT No. 52505
 Computation of Freeboard for Steamer, ~~Sailing Ship~~, Tanker
 having a Raised Quarter Deck, Bridge + Forecastle
Port of Survey AlloaDate of Survey 16th May 1932Name of Surveyor A. McQueenParticulars of Classification + 100 A.1.

Ship's Name

'YENCROFT'

(Type of Superstructures.)

Nationality and Port of Registry

British Glasgow.

Official Number

160243

Gross Tonnage

827

Date of Build

1929-9
 Moulded Dimensions: Length 194.5 Breadth 31.0 Depth 14.0
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 1494 tons
 Coefficient of fineness for use with Tables .729

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>14.0</u>	(a) Where D is greater than Table depth (D - Table depth) R = $(14.04 - 12.96) 1.496$ = <u>+ 1.62"</u>	Moulded Breadth (B) <u>31.0</u> ✓ Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>7.44"</u> Ship's Round of Beam = <u>9"</u> Difference <u>1.56"</u> Restricted to ✓ Correction = $\frac{\text{Diff}^e}{4} \times (1 - \frac{S_1}{L}) = \frac{1.56}{4} \times .2521 =$ <u>-.10"</u>
Stringer plate <u>.50</u> ... <u>.04</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ ✓	If restricted by superstructures ✓	
Depth for Freeboard (D) = <u>14.04</u>		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Peep enclosed					
" overhang					
R.Q.D. enclosed	<u>110.0</u>	<u>110.00</u>	<u>4.0</u>		<u>110.00</u>
" overhang					
Bridge enclosed	<u>11.0</u>	<u>11.00</u>	<u>4.0</u>		<u>11.00</u>
" overhang aft					
" overhang forward	<u>24.47</u>				
F'cle enclosed	<u>24.66</u>	<u>24.47</u>	<u>4.0</u>		<u>24.47</u>
" overhang at side	<u>.5</u>				
Trunk aft " ... centre	<u>2.0</u>				
" forward					
Tonnage opening aft					
" forward					
Total	<u>145.47</u>	<u>145.47</u>			<u>145.47</u>

Standard Height of Superstructure	<u>6.00</u>
" " R.Q.D.	<u>3.63</u>
Deduction for complete superstructure	<u>25.45</u>
Percentage covered $\frac{S}{L} =$	<u>74.79%</u>
" " $\frac{S_1}{L} =$	<u>74.79%</u>
" " $\frac{E}{L} =$	<u>74.79%</u>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	<u>68.89%</u>
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction = $25.45 \times .6889 =$	<u>-17.53"</u>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>29.45</u>	1		<u>29.45</u>	<u>34.0</u>	<u>34.00</u>	1		<u>34.00</u>
$\frac{1}{2}$ L from A.P.	<u>13.11</u>	4		<u>52.44</u>	<u>15.0</u>	<u>15.01</u>	4		<u>60.04</u>
$\frac{3}{8}$ L "	<u>3.24</u>	2		<u>6.48</u>	<u>3.75</u>	<u>3.74</u>	2		<u>7.48</u>
Amidships	<u>✓</u>	4		<u>✓</u>	<u>✓</u>	<u>✓</u>	4		<u>✓</u>
$\frac{3}{8}$ L from F.P.	<u>6.48</u>	2		<u>12.96</u>	<u>4.50</u>	<u>4.49</u>	2		<u>8.98</u>
$\frac{1}{2}$ L "	<u>26.21</u>	4		<u>104.84</u>	<u>30.0</u>	<u>30.02</u>	4		<u>120.08</u>
F.P.	<u>58.90</u>	1		<u>58.90</u>	<u>68.0</u>	<u>68.00</u>	1		<u>68.00</u>
Total				<u>265.07</u>					<u>318.40</u>

 Mean actual sheer aft = Excess
 Mean standard sheer aft = Excess

 Mean actual sheer forward = Excess
 Mean standard sheer forward = Excess
Length of enclosed superstructure forward of amidships = .122" " aft of " = .5

Sheer aft increased by virtue of intact raised quarter deck having a height in excess of standard

 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{53.33}{18} \left(\frac{75-.374}{2} \right) =$ -1.11

If limited on account of midship superstructure. ✓

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

 Ft.
 Depth to Freeboard Deck = 18.03
 Summer freeboard = 4.48
 Moulded draught (d) = 13.55

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = $3.39 =$ 3 $\frac{1}{2}$ Addition for Winter North Atlantic Freeboard (if required) = 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 1738

Tons per inch immersion at summer load water line

T = 11.89Deduction = $\frac{\Delta}{40T}$ inches= $3.65 =$ 3 $\frac{3}{4}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.729 + .68}{1.36} =$.1409

+ -

Depth Correction 1.62 -Deduction for superstructures 17.53Sheer correction 1.11Round of Beam correction10Correction for Thickness of Deck amidships -Other corrections, scantlings, etc. R.Q.D. 48.0049.62 18.74 + 30.88Summer Freeboard = 53.84SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel Deck:-
 Tropical Fresh Water Line above Centre of Disc 7 $\frac{1}{2}$
 Fresh Water Line " " 3 $\frac{1}{4}$
 Tropical Line " " 3 $\frac{1}{2}$
 Winter Line below " " 3 $\frac{1}{2}$
 Winter North Atlantic Line " " 5 $\frac{1}{2}$

 Tropical Fresh Water Freeboard 4'-5 $\frac{3}{4}$ "
 Fresh Water " " 3'-10 $\frac{1}{2}$ "
 Tropical " " 4'-2"
 Winter " " 4'-2 $\frac{1}{4}$ "
 Winter North Atlantic " " 4'-11 $\frac{1}{4}$ "

21 MAY 1932

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	No 1	No 2	Bunker Hatch on Casing Top	Hatch to Hold & Fore peak			
Dimensions of Hatchway	...	...	38'6" x 20'6"	39'10" x 20'6"	14'9" x 7'4"	3'7" x 1'11"			
COAMINGS	Height above Deck	...	3'6"	2'6"	11"	2'0"			
	Thickness	{ Sides	.44	.44	.30	.40			
		{ Ends	.44	.44	.30	.40			
	Stiffeners	...	4 x 3 x 40 8A	4 x 3 x 40 8A					
	Brackets, Stays	...	5 x 10 x 3 1/2 C	3 x 10 x 3 1/2 C	none	NONE			
HATCH BEAMS	Number	...	6	7					
	Spacing	...	5'6"	4'11 3/4"					
	Scantling and Sketch	...	20" x 34"	19" x 36"					
			4 x 3 x 44	4 x 3 x 44	NONE	NONE			
	Bearing Surface	...	3"	3"					
FORE AND AFTERS	Number	...							
	Spacing	...							
	Unsupported Lengths	...							
	Scantling* and Sketch	...	NONE	NONE	NONE	NONE			
	Bearing Surface	...							
HATCH COVERS	Material	...	W.P.	W.P.	W.P.	W.P.			
	Thickness	...	2 3/4"	2 1/2"	2 1/2"	2 1/2"			
	How fitted	...	F+A	F+A	F+A	TRANS			
	Bearing Surface	...	3"	3"	2 3/4"	2 1/2"			
Spacing of Cleats	...	...	24"	21"	22"	24"			
Number of Tarpaulins	...	...	2	2	2	2			
*Are wood fore and afters steel shod at all bearing surfaces? <i>NONE</i> Are battens and wedges efficient and in good condition? <i>yes</i> Are tarpaulins in good condition and in accordance with rule requirements? <i>yes</i> Are lashings provided in accordance with rule requirements? <i>Ringsbolts fitted for lashings</i>									

Particulars of fiddle, funnel and ventilator coamings:—

*Stokehold grating opening covered with strong hinged plate.
 Engine Room skylight made of steel strongly constructed.
 Funnel & ventilator coamings are in good condition.*

Particulars of Flush Bunker Scuttles:—

NONE

Particulars of Companionways:—

*No companionways on Freeboard or Raised Quarter Decks.
 Entrance to officer Quarters in enclosed Bridge from Steel house
 on Bridge deck. Wood door 4'6" x 1'8" x 1 1/2" thick, 18" sill. Doors capable
 of being manipulated from both sides.*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

*1 Ventilator on forecastle deck to crew coaming 18" high x 28" thick x 4" dia.
 1 " " fore well " " stove " 18" " x 24" " x 6" "
 1 " " " " Hold " 36" " x 35" " x 10" "
 3 " " Bridge " " officers " 18" " x 25" " x 6" " M.V.
 1 " " Raised Quarter Deck " Hold " 36" " x 32" " x 10" "
 2 Stove funnels on Forecastle deck coaming 5" high x 4" dia.*

Ventilators constructed in accordance with the rules & closed with wood plugs & canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

*1 air pipe in fore well to D.B. tank 36" high x 5" dia.
 1 " " " " fore peak 36" " x 4" "
 1 " " " " D.B. tank 36" " x 4" "
 2 " " on R.Q.D. " " 36" " x 4" "
 1 " " in fore well " " 36" " x 1 1/2" " shifting hole fitted
 1 " " on R.Q.D. " aft peak 30" " x 3" " no shifting hole
 1 " " " " " 24" " x 2 1/2" "*

No canvas covers fitted to air pipes

Particulars of Gangway Cargo and Coaling Ports:—

NONE



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Particulars of Scuppers and Sanitary Discharge Pipes :—

*Sanitary discharges from crew quarters fore & officers quarters midships led overboard above freeboard deck fitted with storm valve. ✓
 Sink discharge aft led below freeboard deck no storm valve, plug fitted inner end. ✓
 Sanitary discharge aft led below freeboard deck fitted with storm valve. ✓*

Particulars of Side Scuttles :—

*There are no side scuttles fitted below freeboard deck. ✓
 Side scuttles in crew quarters forward fitted with strong hinged deadlight. ✓
 Side scuttles in officers quarters not fitted with deadlights. ✓*

Particulars of Guard Rails :—

*Guardrail on Forecastle deck 3'-0" high. 2 rods, stanchions 4'-0" apart. ✓
 Steel bulwark on Bridge 3'-3" high efficiently supported. ✓*

Particulars of Gangways, Lifelines, etc. :—

Gangway along top of hatchway in forward well with gangplanks from hatchway to crew quarters. Lifelines fitted through stanchions in permanent sockets in hatch stiffening angle spaced 4'-6" apart. ✓

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	110'-0"	3'-3"	3'-0" x 1'-6"	5	22.5	22 ϕ
Forward Well	45'-4"	3'-8"	3'-0" x 1'-7"	3	14.2	11 ϕ

State position of each freeing port, *Bridge Bulwark*, After Well :— 12'-3", 29'-0", 44'-6", 62'-3", 78'-0". 4" above deck
 (F. and A. position and height above deck edge) Forward Well :— 1'-6", 12'-0", 23'-6"
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :— *no shutters fitted. Two rails fitted.*

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	34"	30"	4" x 3' x 30'	2'-0"	<i>Lugs top Brackets Bottom</i>	NONE	NONE	4'-0"
Bridge, Forward Bulkhead	3'-0" x 36"	30"	6" x 3' x 40' 8 A	2'-6"	<i>Lugs top Brackets Bottom</i>	NONE	NONE	4'-0"
Forecastle Bulkhead	NONE	24"	2 1/2" x 2 1/2' x 24"	<i>Steel Blas. 4 28"</i>	NONE	4'-6" x 1'-10"	19"	4'-0"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	18" x 36"	30"	4" x 2 1/2' x 32"	2'-2"	<i>Brackets at top</i>	4'-3" x 1'-10"	18"	6'-9"
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	
Raised Quarter Deck Bulkhead	NONE
Bridge, After Bulkhead	NONE
Bridge, Forward Bulkhead	NONE
Forecastle Bulkhead	<i>Wood doors 1 1/2" thick, manipulated both sides</i>
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	<i>Hinged steel doors in halves manipulated both sides. Hinged steel door to coal</i>
Exposed Machinery Casings on Superstructure Decks	<i>shoot 1'-10" x 1'-10", sill 3'-0", closed with batten & cleats.</i>
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	

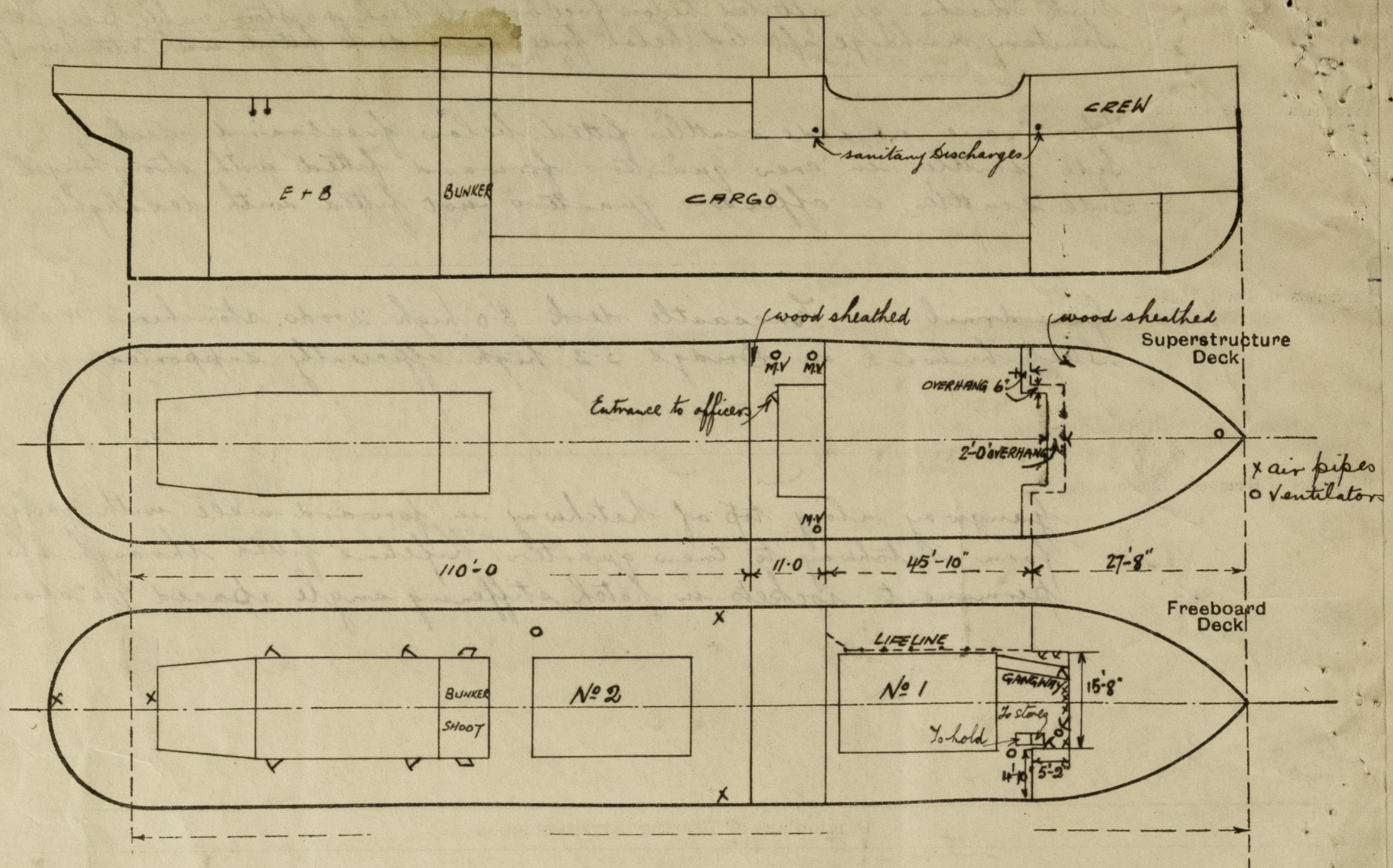


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—

*Coasting
Timber Freeboard not Required*

This survey has been held afloat & therefore confined to an examination of the means for closing the openings in the deck & sides of the ship.

Particulars of Displacements obtained from Builders

<i>Total displacement at summer load water line</i>	<i>1414 tons</i>	<i>Tons per inch</i>	<i>11.89</i>
<i>" " " 1 foot below "</i>	<i>1546 "</i>		

Builder's name and yard number *Scott & Sons, Bowling* Yard no. *314.*
Names of sister ships *Yewarch, Yewdale, Yewtree, Yewalley, Yewpark*
Owners *J. Stewart & Co. Glasgow.*

Fee £ *6 : 16 : 0* Received by me

Exp 12/10