

S. S. "YEW-CROFT" N° 314

INNER BOTTOM PLATING INCREASED	.05"
" " WING PLATE "	.02"
EXPOSED STEEL DECK PLATES "	.05"
BRIDGE + FORECASTLE DECK PLATED OVER.	
SHELL PLATES FORWARD INCREASED	.01"
KEEL PLATE INCREASED .10" + MISHIP THICKNESS	
CARRIED ALL FORE + AFT.	

BEAMS 6"x3"x31' B.A. ON ALTERNATE FRAMES  
STRINGER BAR 3"x2"x30'  
WATERWAY BAR 3"x2"x26'  
STRINGER PLATE 26"x24"  
DECK PLATE 24"  
SIDE PLATING 24"  
WOOD DECK 4 1/2"x2"x FITCH PINE



DIMENSIONS:- LENGTH B.P. 195'-0"

BREATH MLO. 31'-0"

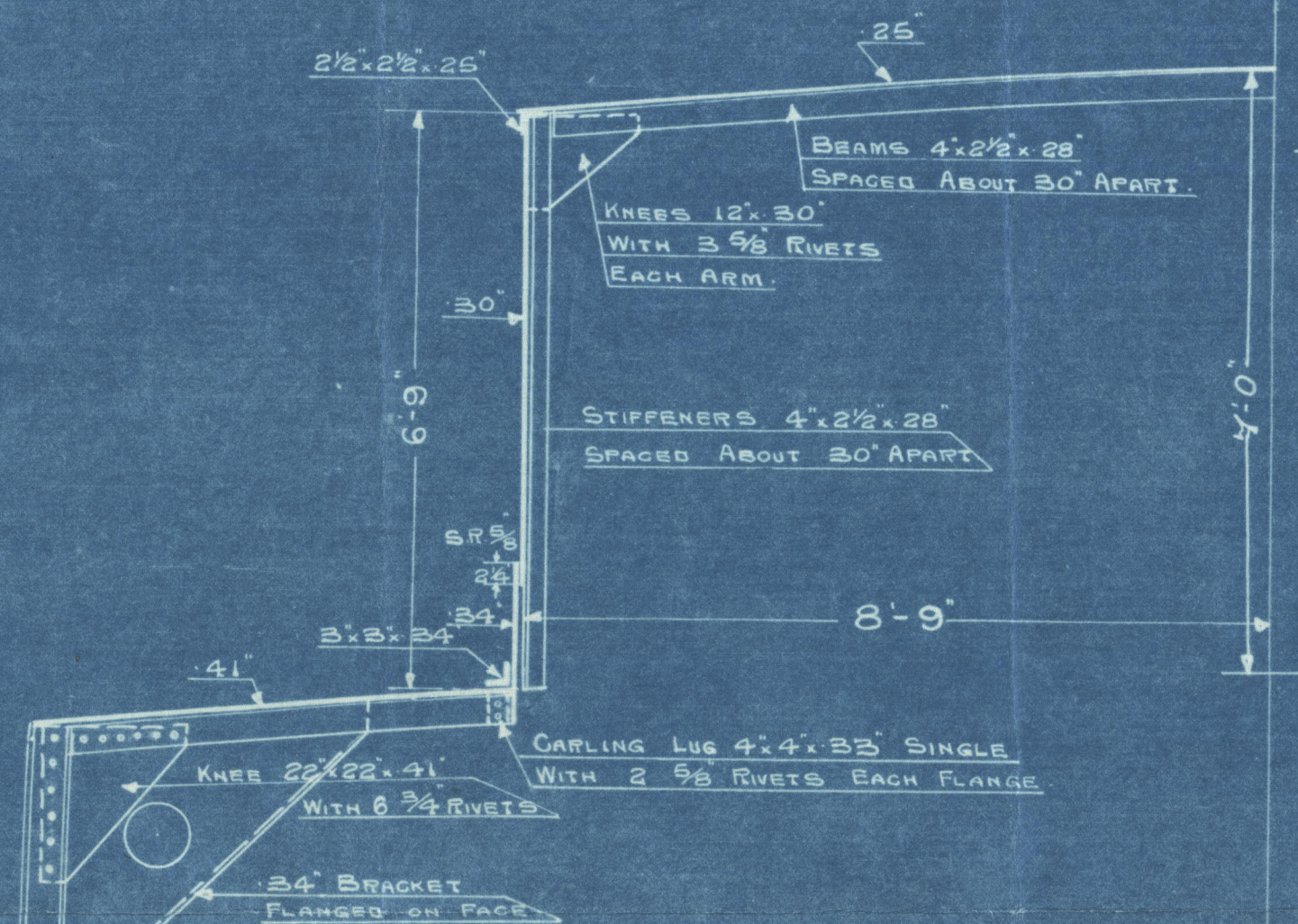
DEPTH M.L.D. TO UPPER D.K. 14'-0"

ON SUMMER LOAD LINE 194'-6"

FORECASTLE DECK.

BEAMS 6" x 3" x 31' B.A. ON ALTERNATE FRAMES  
STRINGER BAR 3" x 3" x 30'  
WATERWAY BAR 3" x 3" x 36'  
STRINGER PLATE .24  
DECK PLATES .24  
SIDE PLATING .24  
WOOD DECK 5" x 3" PITCH PINE.

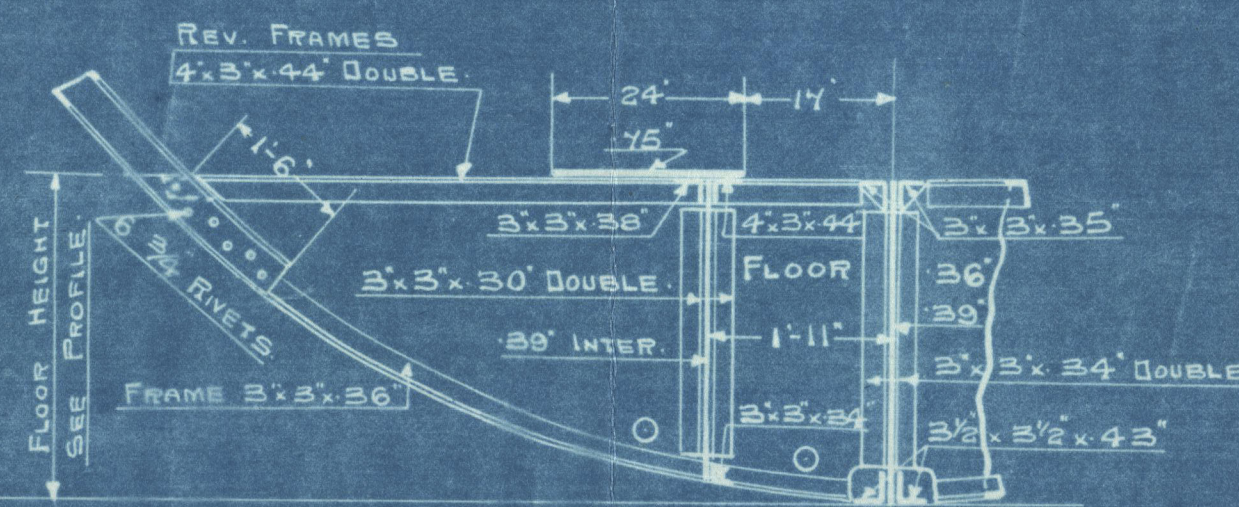
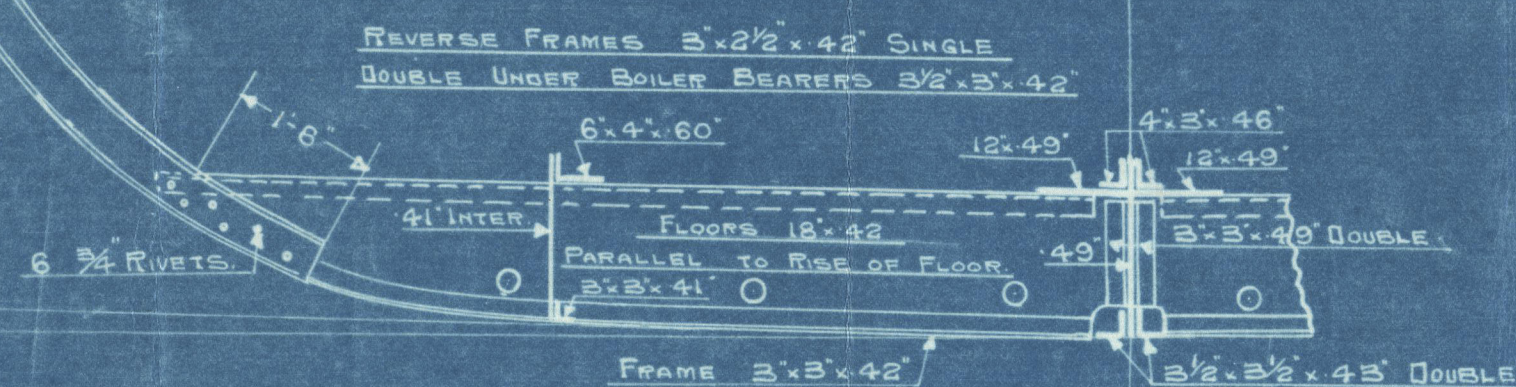
SECTION IN WAY OF BOILER SPACE.



## EQUIPMENT N° 9577.6 K.

L x (B+D)	194.5 (21+14)	=	8752.50
QUARTER DECK	110 x 4	=	440.00
BRIDGE DECK	11 x 7 x .75	=	57.75
FORECASTLE DECK	28.00 x 6.75 x .75	=	141.75
CASING	55.00 x 6.75 x .50	=	185.60
			9577.60

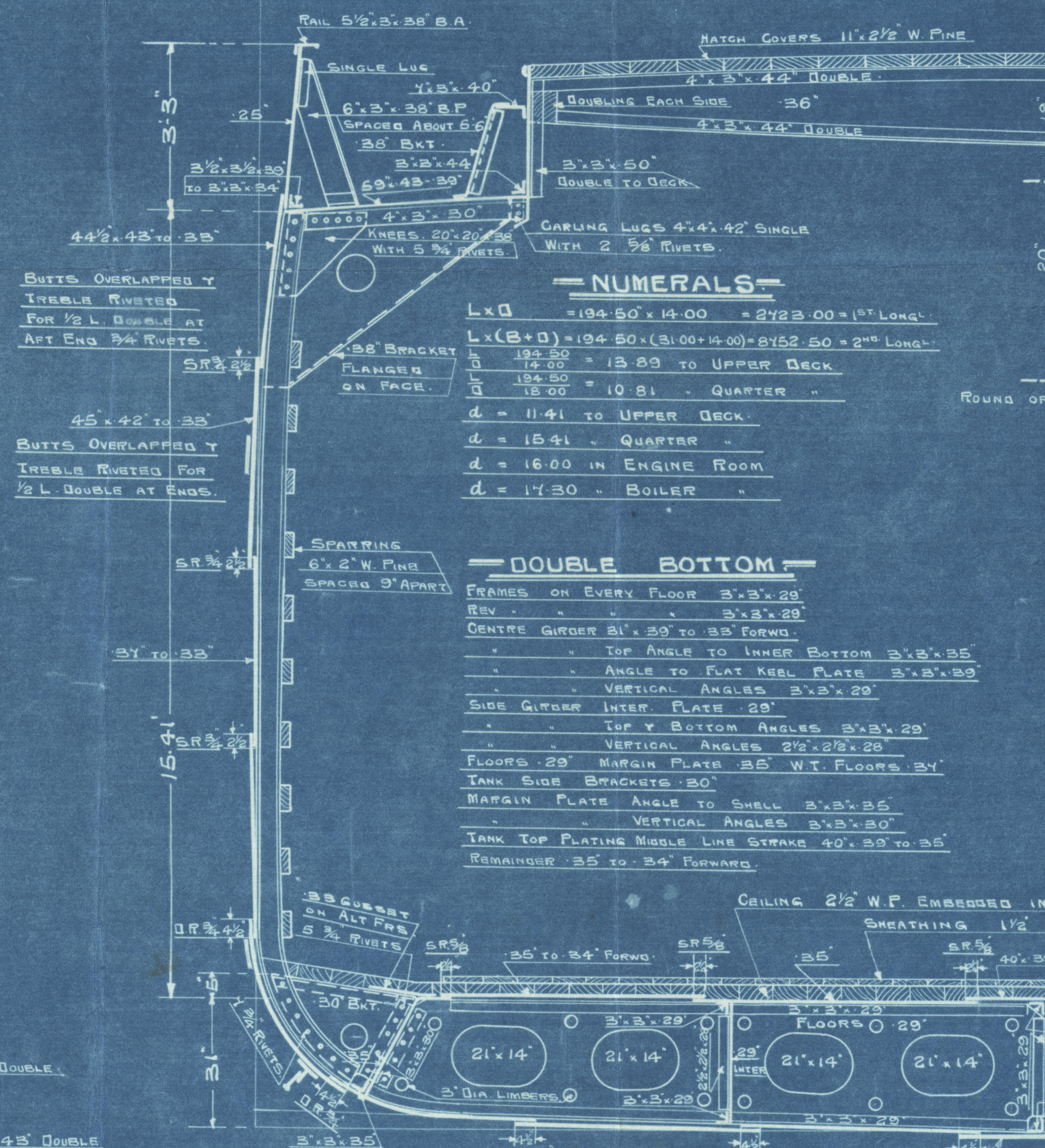
## RIVETING.

[illegible]

SECTION IN WAY OF ENGINE ROOM.

SECTION IN WAY OF QUARTER DECK.

HATCH COAMING	SIDES	44
"	ENDS	44'
"	2:6"	PARALLEL ABOVE DECK



## NUMERALS

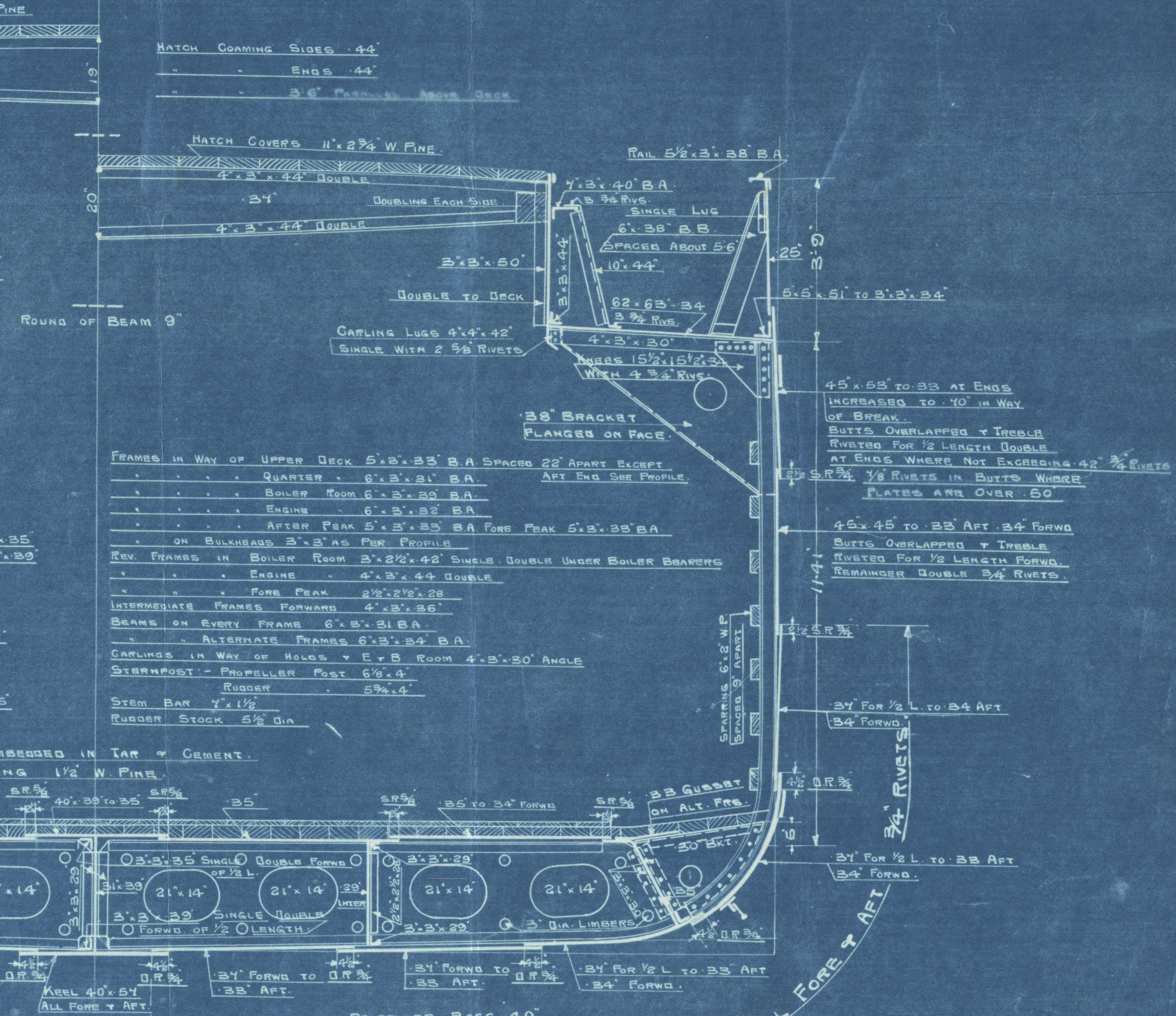
$L \times D = 194.50 \times 14.00 = 2723.00 \text{ @ } 1^{\text{ST}} \text{ LONG}$   
 $L (132.0) = 134.00 (3.00 + 4.00) = 2752.50 \text{ @ } 2^{\text{ND}} \text{ LONG}$   
 $D \frac{194.50}{14.00} = 13.89 \text{ @ } 1^{\text{ST}} \text{ DECK}$   
 $D \frac{134.00}{14.00} = 9.57 \text{ @ } 2^{\text{ND}} \text{ DECK}$   
 $d = 11.41 \text{ @ } 1^{\text{ST}} \text{ DECK}$   
 $d = 15.41 \text{ @ } 2^{\text{ND}} \text{ DECK}$   
 $d = 16.00 \text{ @ } 1^{\text{ST}} \text{ BOILER ROOM}$   
 $d = 17.30 \text{ @ } 2^{\text{ND}} \text{ BOILER}$

DOUBLE BOTTOM.

FRAMES	ON EVERY FLOOR	3'-3" x 29'
REV.	"	3'-3" x 29'
CENTRE GIRDER	3' x 39' to 33' FORWARD	
"	TOP ANGLE TO INNER BOTTOM	3'-3" x 35'
"	ANGLE TO FLAT KEEL PLATE	3'-3" x 39'
"	VERTICAL ANGLES	3'-3" x 29'
SIDE GIRDER	INTER. PLATE	29'
"	TOP Y BOTTOM ANGLES	3'-3" x 29'
"	VERTICAL ANGLES	2'2" x 28'2"
FLOORS 29'	MARGIN PLATE 35' W.T. FLOORS 34'	
TANK SIDE	BREASTS 30'	
MARGIN PLATE	ANGLE TO SHELL	3'-3" x 35'
"	VERTICAL ANGLES	3'-3" x 30'
TANK TOP PLATING	MIDDLE LINE STRAKE	40' x 39' to 35'
REMAINING	35' to 34' FORWARD	

BUTTS OF CENTRE GIRDER OVERLAPPED & TREBLE RIVETED FOR $\frac{1}{2}$ LENGTH	TREBLE RIVETED
DOUBLE AT ENDS $\frac{3}{4}$ " RIVETS.	ALL FORD & AFT.
BUTTS OF MARGIN PLATE STRAPPED & DOUBLE RIVETED $\frac{5}{8}$ " RIVETS.	$\frac{3}{4}$ " RIVETS.
" " MIDDLE LINE STRAKE OF DOUBLE BOTTOM OVERLAPPED & DOUBLE RIVETED $\frac{5}{8}$ " RIVETS.	
" " INNER BOTTOM PLATING OVERLAPPED & DOUBLE RIVETED SINGLE AT ENDS $\frac{5}{8}$ " RIVETS.	
" DECK STRINGER OVERLAPPED & DOUBLE RIVETED $\frac{5}{8}$ " RIVETS TREBLE RIVETED WHERE	
OVER 38" $\frac{3}{4}$ " RIVETS WHERE OVER 36"	
BUTTS OF DECK PLATING OVERLAPPED & DOUBLE RIVETED TO SINGLE AT ENDS $\frac{5}{8}$ " RIVETS.	

SECTION IN WAY OF UPPER DECK.



TWO STRAKES OF SHELL PLATING NEXT THE KEEL TO HAVE THE MIDSHIP THICKNESS MAINTAINED TO THE RULE POSITION OF THE COLLISION BULKHEAD.





Scott & Son's No. 314

S/s "YEW CROFT."

Midship Section (as Built).

GLASGOW REPORT No. 49642

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Foundation

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