

Lloyd's Register of Shipping.

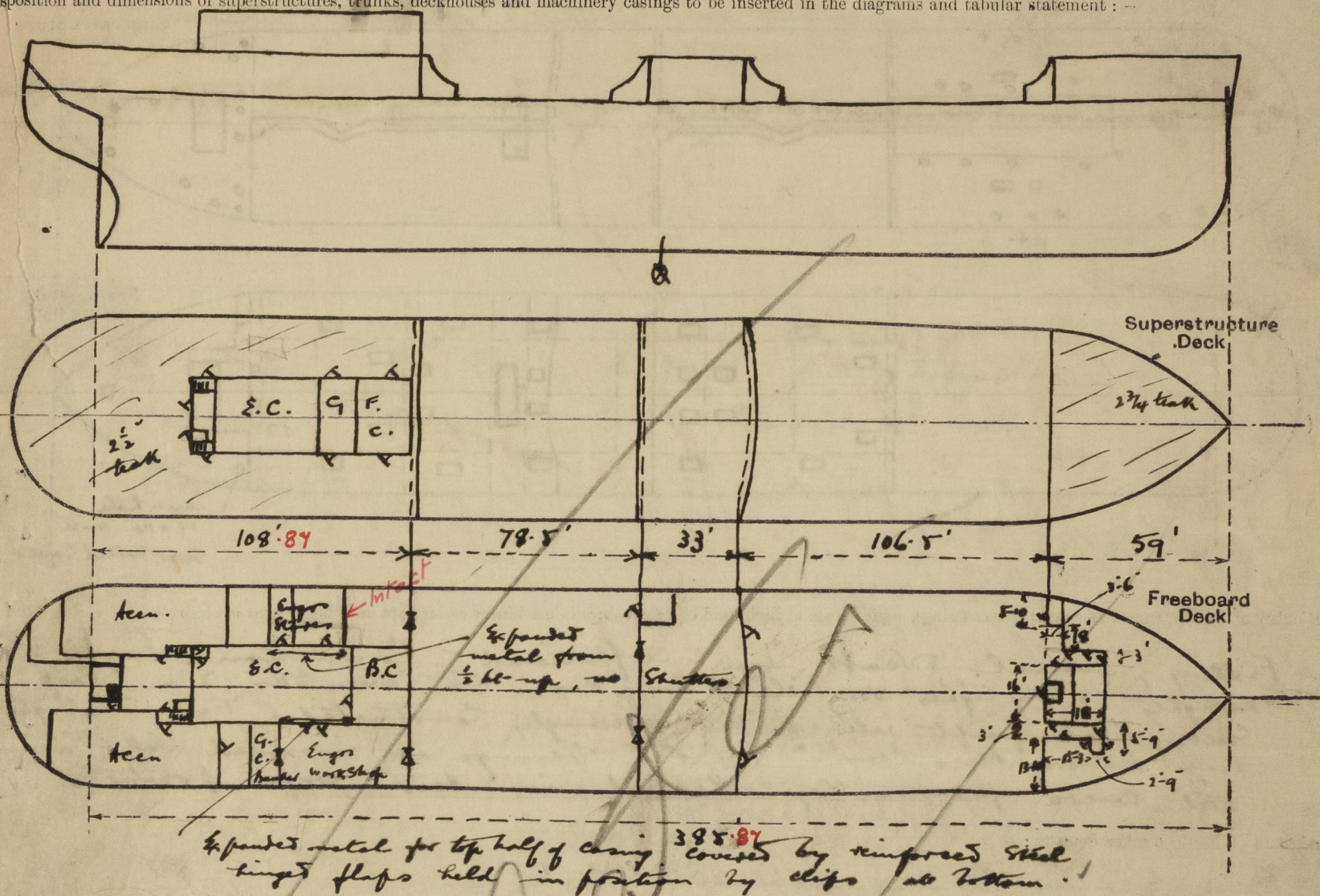
SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

AUG 8 1937

Ship's Name **YENANG YAUNG** Port of Survey **Newcastle on Tyne**
 Official Number **161608** Surveyor's Signature **H. J. Akester**
 Nationality and Port of Registry **British, Rangoon, Newcastle** Date of Survey **29 July 1937**
(Voyage out from Rangoon)

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



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	✓	44 brigs 48 Centre	7x3 1/2 x 42 L @ 26" 8x3 1/2 x 52 L @ 30" Sheel at C.L.	26-34	Sw. top Bottom	Two @ 4' x 5'-1"	18"	8'-0"
Raised Quarter Deck Bulkhead	✓		4x32 36 flats	26-34	✓	1 @ 2' x 4'-9" 3-0 } x 5'-1"	18"	8'-0"
Bridge, After Bulkhead	✓	30	7x3 1/2 x 44 L @ 24" 8x3 1/2 x 38 L @ 29 & 30	24-30	Sw. top Bottom	Two @ 2'-6" x 5'-0"	18"	8'-0"
Bridge, Forward Bulkhead	✓	30	3x28 4x32 flats	24-32	✓	10 @ 2' x 4'-9" 1 @ 3'-3" x 4'-3"	18"	8'-0"
Forecastle Bulkhead	✓	30	5x3 x 30 L 5x3 x 30 flats	30	✓	2 @ 2' x 5'	18"	8'-0"
Trunk, Aft	✓	30	3x2 1/2 x 30 L 5x3 x 30 Strips	30	✓	2 @ 2' x 5' 1 @ 2' x 5' 2 @ 2' x 5'	20" 18" 12 1/4"	8'-0"
Trunk, Forward	✓	30						
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	✓							
Exposed Machinery Casings on Superstructure Decks	✓							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓							
Deckhouses on Flush Deck Ships	✓							

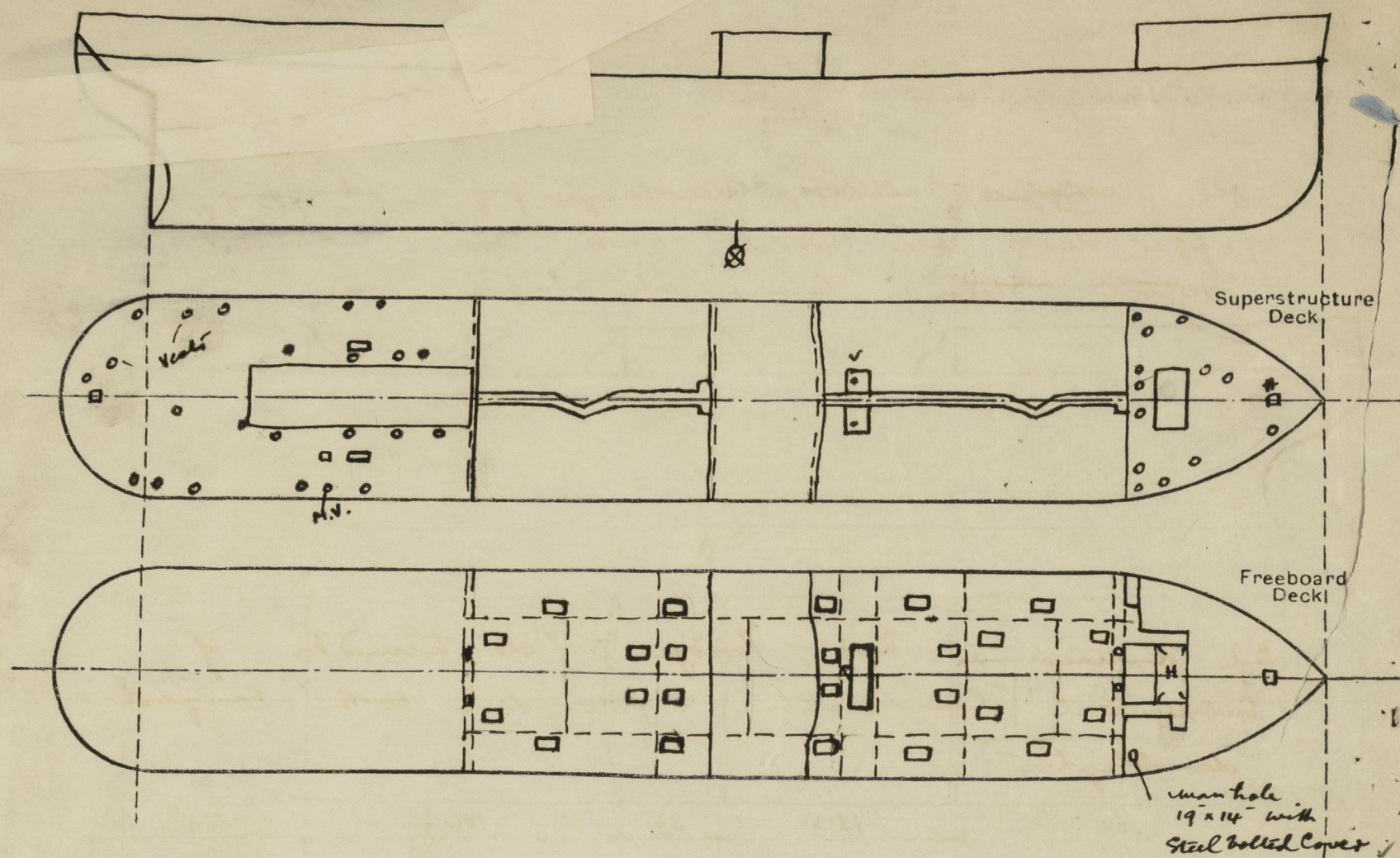
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	Two tonnage openings having 3" boards in channels full height also steel plates held in position by lock bolts.
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	Two tonnage openings having 3" boards in channels full height - steel plates held in position by lock bolts, also solid tank door on port side operated from both sides.
Bridge, Forward Bulkhead	Steel doors port & starboard, closed wt. & operated from both sides.
Forecastle Bulkhead	10 solid tank doors to access to main deck & 1 steel door to Pump Room } all operated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	✓
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel door port & starboard to Boiler casing closed wt. & operated from both sides.
Deckhouses on Flush Deck Ships	3 steel doors to Eng. Store Rooms & workshops & two steel doors in air lock giving access to H.S. on port side aft end, all doors operated from both sides.

PARTICULARS OF PROTECTION

OPENINGS, ETC.

The following diagrams should be used to indicate the positions of openings, gangways, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:-



Particulars of fidley, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:-

Fidley, funnel & vents in efficient condition. Engine room skylight & skylights on Fide & Pump Room & between decks on Poop & Steering Gear Compt. all of steel & strongly constructed. Tank skylight Poop & Engine Room. Fidley openings are provided with strong steel covers permanently attached in their proper positions.

Particulars of Flush Bunker Scuttles:-

none

Particulars of Companionways:-

Entrance to fore Pump Room in f'cle by steel door 2'3" x 4'3" on f'cle. Entrance to Pump Room in fore well by steel door 2'6" x 6" having 18" sill & closed by 18" door. Entrance to Engine Room. Fide on Poop. By tank door 2' x 5' with 17" sill. Entrance to Cold Store in casing on Poop. By panelled tank door 2' x 5' with 17" sill. All doors can be operated from both sides.

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

On Poop. 12" vents to Steering Gear Compt. } 30 Coamings. 2 @ 22" V. & lower tween decks 36" C. 13 @ 12" " } 18" Coamings. 1 @ 8" " } 18" Coamings. 1 @ 12" V of unknown type & heavy Coal Bunker 6" high. 3 @ 18" V. & heavy. Space 30 Coamings. 4 @ 24" V. & heavy. Space 30 Coamings. 3 @ 6" V. & heavy. Port side 30" high. 2 @ 6" x 4" V. & heavy. 36" high. 13" Vent & crane post & lower store 8-3 high. No vents on Bridge passing thro' upper deck. On Pump Room top in fore well 2 @ 20" V. 24-36 Coaming. All ventilators constructed in accordance with the Rules & Coamings closed with wood plugs & Canvas covers.

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

On Poop. 2 @ 3 1/2" A.P. & After Peak tank } 18" high. 1 @ 3" " & Rudder tank. 4 @ 3" " & S.B. & Cofferdam. 4 @ 4" " & O.R. tanks. On upper deck. 4 @ 3" A.P. & fore & after Cofferdams 36" high. On f'cle deck. 2 @ 4 1/2" A.P. & fore peak tank } 18" high. 2 @ 4" A.P. & deep tank.

All air pipes closed with gauge or wood plugs.

Particulars of Gangway Cargo and Coaling Ports:-

none

Particulars of Scuppers and Sanitary Discharge Pipes:-

All scupper & sanitary discharge pipes discharging below upper deck are fitted with brass balanced non return storm valves at ship's sides.

Particulars of Side Scuttles:-

Side Scuttles in Poop, Bridge & f'cle tween decks of substantial construction & provided with hinged deadlights.

Vertical distance of Sill of lowest Side Scuttle above top of keel

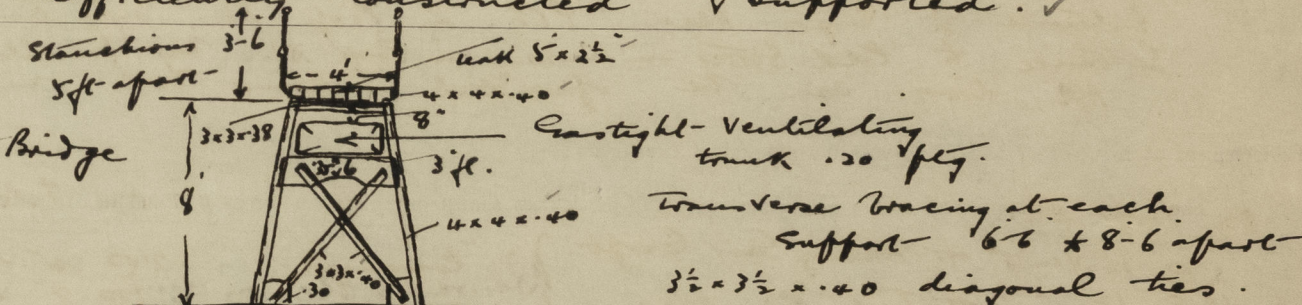
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Particulars of Guard Rails:-

On f'cle 3-9 high with 3 rods & stanchions 4 ft & 4-6 apart. On upper deck in wells 3-6 high with 3 rods & stanchions 5 ft apart. On Poop 3-9 high with 3 rods & stanchions about 5 ft apart. Steel Bulwark on Bridge 3-6 high, short lengths on upper deck in wells & on fore part of f'cle efficiently constructed & supported.

Particulars of Gangways, Lifelines, etc:-

Gangway from Poop to Bridge & Bridge to f'cle.



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	13-6 to Poop	3-6	3-6 x 9	one		
Forward Well	12-0 from f'cle front	3-6	4-0 x 9	one		

State position of each freeing port ... After Well:- 5-3 & Centre of port from Poop front. (F. and A. position and height above deck edge) Forward Well:- 7-3 - - - - - Bridge

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:-

Additional area where sheer is less than standard.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.									
Description of Hatchway		On upper dk. 14 ft Main	On U. dk. 10 ft Main	On U. dk. 10 ft Main	On U. dk. 10 ft Main	On U. dk. 10 ft Main	On U. dk. 10 ft Main	On U. dk. 10 ft Main	On U. dk. 10 ft Main
Dimensions of Hatchway		6' x 4'	8' x 4'-6"	20' x 1'-6"	10' x 16'	2'-6" x 2'-6"	7'-6" x 2'-6"	3'-6" x 2'-6"	2'-6" x 2'-6"
COAMINGS	Height above Deck	12"	30"	12"	30"	30"	30"	30"	30"
	Thickness		.40		.50	.40	.40	.40	.40
	Stiffeners	✓	✓	✓	✓	✓	✓	✓	✓
	Brackets, Stays								
HATCH BEAMS	Number	✓	✓	✓	✓	✓	✓	✓	✓
	Spacing								
FORE AND AFTERS	Number	✓	✓	✓	✓	✓	✓	✓	✓
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
HATCH COVERS	Material	Steel	Steel	Steel	Steel	Wood	Wood	Wood	Wood
	Thickness	.64	.64	.50	.44	2 1/2	2 1/2	2 1/2	2 1/2
	How fitted	Toggles	Toggles	Bolted	Stiffened	one piece	termos	termos	F.T.A.
	Bearing Surface	6" x 15"	5" x 14 1/2"	plate	Toggles	2 3/4	2 3/4	2 3/4	2 3/4
Spacing of Cleats		✓	✓	✓	✓	6" x 18"	6" x 19"	6" x 18"	6" x 18"
Number of Tarpaulins		✓	✓	✓	✓	2	2	2	2
<p>*Are wood fore and afters steel shod at all bearing surfaces? ✓</p> <p>Are battens and wedges efficient and in good condition? Yes</p> <p>Are tarpaulins in good condition and in accordance with rule requirements? Yes</p> <p>Are lashings provided in accordance with rule requirements? ✓</p>									

Particulars of any special features:—

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

K. I. Akers

Newcastle on Tyne

29th July 1937



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