

MIDSHIP SECTION

S.S. JALAYAMUNA.

SCALE 1/2" = 1 FOOT.

DIMENSIONS: 400.0' B.P. (399.0' ON L.W.L.) x 51.9' M.D. - 52.0' EXT. x 30.6' M.D. TO UPPER DECK
TO CLASS 100 A.1. AT LLOYD'S SPECIAL SURVEY.

LLOYD'S NUMERALS.

FIRST LONGITUDINAL NUMBER $L \times D = 399.0 \times 30.5$	= 12169.00
SECOND LONGITUDINAL NUMBER $L \times (B+D) = 399.0 \times (51.75 + 30.5)$	= 32817.00
PROPORTION $\frac{1}{2} D$ TO UPPER DECK = $399.0 \div 30.5$	= 13.08
PROPORTION $\frac{1}{2} D$ TO BRIDGE DECK = $399.0 \div 30.5$	= 10.36
D MOULDED DEPTH	= 30.50
$d = 30.5 - (8.50 + 3.54)$	= 18.46
ERECTOR'S	= 55.00%

EQUIPMENT NUMBER

SECOND LONGITUDINAL NUMBER $L \times (B+D)$	= 32817.00
POOP $40.0 \times 7.25 \times 3/4$	= 217.50
BRIDGE $144.66 \times 8.0 \times 3/4$	= 867.96
FORECASTLE $23.0 \times 7.25 \times 3/4$	= 157.62
FORECASTLE ON BRIDGE DECK $44.5 \times 7.5 \times 3/4$	= 250.31
FORE END OF CABINS ETC. $32.5 \times 7.5 \times 1/2$	= 121.87
SALOON HOUSE $31.5 \times 7.5 \times 1/2$	= 118.12
CAPTAIN'S HOUSE $21.0 \times 7.5 \times 1/2$	= 78.75
TOTAL	= 34629.20

EQUIPMENT

2 BOWERS ANCHORS 48 CWT'S EACH EX-STOCK	
1 BOWERS ANCHOR 40 1/2 CWT'S EX-STOCK	
1 STREAM ANCHOR 18 1/4 CWT'S EX-STOCK	
270 FATHOMS 2 1/2" STUD CHAIN CABLE 645 1/2 CWT'S	
30 FATHOMS 1 1/2" STREAM CHAIN OR 4 3/4" FLEXIBLE STEEL WIRE 6" x 12	
120 FATHOMS 4 3/4" FLEXIBLE STEEL WIRE 6" x 12	
2 HANGLERS 30 FATHOMS 6" HEMP OR 2 1/4" FLEXIBLE STEEL WIRE 6" x 12	
2 WARPS 30 FATHOMS 7" HEMP OR 2 1/2" FLEXIBLE STEEL WIRE 6" x 12	

RIVETING NOTE

RIVETS IN FRAMES TO FLOORS AND CROSS TIE PLATES IN ART PEAK SPACED 5 DIAM. APART C² TO C².
RIVETS IN FRAMES TO SHELL AT FLAT OF DOUBLE BOTTOM FOR 1/2 HALF LENGTH FOR 1/2 SPACED 5 1/2 DIAM. (TWO COMPLETE ROUNDS)
RIVETS IN FRAMES TO FLOORS AT FLAT OF DOUBLE BOTTOM FOR 1/2 HALF LENGTH FOR 1/2 SPACED 6 1/4 DIAM. (TWO COMPLETE ROUNDS)
RIVETS IN 2ND FRAMES TO SHELL SPACED 7 DIAM. APART, 5 1/2 DIAM. APART IN WAY OF FORE AND AFT PEAK TANKS
AND DEEP FRAMING FORWARD
RIVETS IN BOTTOM FRAMES TO SHELL ART HALF LENGTH FORWARD SPACED 7 DIAM. C² TO C².
RIVETS IN 3 R. BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED 3 1/2 DIAM. APART C² TO C².
RIVETS IN 4 R. BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED 4 DIAM. APART C² TO C².
RIVETS IN BEAMS OF SHELL PLATING, DECK PLATING AND INNER BOTTOM PLATING AS PER TABLE 40.
RIVETS IN BUTTS OF DECK PLATING, INNER BOTTOM AND MARGIN PLATING SPACED 4 DIAM. APART C² TO C².
RIVETS IN BEAMS AND BUTTS OF BULKHEAD AND TUNNEL PLATING, MARGIN ANGLES AND WEATHER DECK STRINGER ANGLES
AND BULKHEAD FRAMES TO BULKHEAD SPACED 4 1/2 DIAM. APART C² TO C².
RIVETS IN FLAT KEEL ANGLES, VERTICAL ANGLES CONNECTING FLOORS TO CENTRE GIRDER AND SHELL FLANGE OF
WATERTIGHT BULKHEAD FRAMES SPACED 5 DIAM. APART C² TO C².
RIVETS IN FRAMES TO FLOORS ART HALF LENGTH FORWARD, REVERSE FRAMES TO FLOORS AND INNER BOTTOM PLATING,
VERTICAL ANGLES TO FLOORS AND SIDE GIRDERS, IN BULKHEAD STIFFENERS (EXCEPT PEAK BULKHEADS) AND IN DECK PLATING
TO BEAMS ON EVERY FRAME SPACED 7 DIAM. APART C² TO C².
RIVETS IN DECK PLATING TO BEAMS ON ALTERNATE FRAMES AND IN BULKHEAD STIFFENERS AT PEAK TANK BULKHEADS
SPACED 5 DIAM. APART C² TO C².
RIVETS IN CENTRE GIRDER TOP ANGLES SPACED 7 DIAM. APART C² TO C². NON-WATERTIGHT
RIVETS IN CENTRE GIRDER TOP ANGLES SPACED 5 DIAM. APART C² TO C². WATERTIGHT.

SIDE FRAMING

FRAMES SPACED 26' APART, 27' FORWARD 1/5 LENGTH FORWARD, 24' IN PEAKS.
MAIN SIDE FRAMES CLEAR OF DEEP FRAMING FOR 1/2 (TUNNEL RECESS 5' FORE & AFT PEAK TANKS 10' 3 1/2' x 48'
B.A. N.B.S. ON EVERY FRAME TO SECOND DECK WITH 7' x 3 1/2' x 40' B.A. N.B.S. SCARPHED TO MAIN FRAME AT
SECOND DECK AND EXTENDING TO UPPER DECK ON EVERY FRAME.
IN WAY OF BRIDGE 7' x 3 1/2' x 40' B.A. N.B.S. SCARPHED TO MAIN FRAME AT SECOND DECK AND CARRIED TO
UPPER 5' BRIDGE DECKS ALTERNATELY. THE FOUR FRAMES AT FORE AND AFT ENDS OF BRIDGE
DECK 7' x 3 1/2' x 40' B.A. N.B.S. ALL EXTENDING TO BRIDGE DECK.
FRAMES IN ENGINE & BOILER ROOM TO BE INCREASED 04' IN LEU OF WEB FRAME.
FRAMES IN BOILER ROOM AND PERMANENT BUNKERS TO BE INCREASED 06' x 10' IN BOILER ROOM.
MAIN SIDE FRAMES IN WAY OF DEEP FRAMING FORWARD - 10' ABOARD RULE POSITION OF COLLISION
BULKHEAD 12' x 2 1/2' x 70' B.A. N.B.S. ON EVERY FRAME TO SECOND DECK.
MAIN SIDE FRAMES IN WAY OF TUNNEL RECESS 9' x 3 1/2' x 42' B.A. N.B.S. ON EVERY FRAME TO SECOND DECK.
MAIN SIDE FRAMES IN FORE & AFT PEAK TANKS 7 1/2' x 3' x 40' B.A. N.B.S. ON EVERY FRAME TO F.C.L. & POOP DECK.
TWEEN DECK FRAMES IN WAY OF FORECASTLE, CLEAR OF FORE PEAK 7' x 3' x 40' B.A. N.B.S. SCARPHED TO MAIN FRAMES
AT SECOND DECK & CARRIED TO UPPER 5' F.C.L. DECK ALTERNATELY WITH 5 1/2' x 3' x 42' INTERMEDIATE SCARPHED FRAMES.
TWEEN DECK FRAMES IN WAY OF POOP, CLEAR OF AFT PEAK 7' x 3' x 40' B.A. N.B.S. SCARPHED TO MAIN FRAMES
AT SECOND DECK & CARRIED TO UPPER DECK & POOP DECK ALTERNATELY WITH 5 1/2' x 3' x 42' INTERMEDIATE HANGING FRAMES.

SCANTLING AND DETAILS OF CONSTRUCTION NOTED HEREON ARE SUBMITTED ON THE UNDERSTANDING THAT
THEY ARE THE MINIMUM WHICH WILL BE ACCEPTED FOR CLASS. ERRORS AND OMISSIONS EXCEPTED.

OTHERS REQUIREMENTS

RUBBER STOCK TO BE INCREASED 1/2".
BRIDGE DECK STRINGER AND SHEERSTRAKES TO BE INCREASED 1/2". BRIDGE DECK INCREASED 1/2".
MAIN DECK SHEERSTRAKE TO BE SPECIALLY STRENGTHENED AS PER RULES AND
SPECIAL STRENGTHENING TO BE CARRIED TO FEET BEYOND EACH END OF BRIDGE.
TANK MARGINS IN CELLULAR DOUBLE BOTTOM TO BE OF STEEL OR IRON THICKNESS IN
BOILER SPACE AND ELSEWHERE STEEL OF LLOYD'S SCANTLING.
TANK TOP UNDER ENGINE & THRUST BEAMS OF STEEL 1 1/2" THICK AND UNDER BOILER
BEARERS 7/8" THICK. REMAINDER IN ENGINE AND BOILER SPACES OF STEEL 1/2" THICK.
STEEL DECK UNDER WINDLASS AND IN WAY OF RUBBER STUFFING BOXES INCREASED 1/2".
COAMINGS OF UPPER DECK HATCHES TO BE 1/2" STEEL.
BULKHEADS IN FORE AND AFT WELLS 1/2" STEEL. TUNNEL INCREASED 1/2" UNDER HATCHES.

CENTRE GIRDER

42 1/2' x 51' FOR 1/2 LEU. 0' TO 45' AT ENDS.
150 IN B.S. BUTTS LAPPED 5 R. FORE & AFT.
VERTICAL ANGLES 3 1/2' x 3' x 42' SINGLE - 52 IN B.S.
5' x 5' x 42' SINGLE UNDER ENGINE SPACE & THRUST
SEATING 5' x 5' x 52' UNDER BOILER BEARERS.

INNER BOTTOM PLATING 42' FOR 1/2 LEU. 0' TO 37' AT
ENDS - 150 IN B.S. SPACE, 150 IN BOILER SPACE BUTTS
LAPPED 5 R. TO 1 R. AT ENDS. BEAMS 1 R.
IF NO CEILING FITTED UNDER HATCHES INNER BOTTOM
PLATING INCREASED 08' IN LEU IN WAY OF HATCHES.

TANK TOP CENTRE STRAKE TO RULE 50 1/2' x 50' FOR 1/2 LEU. 0'
TO 41' AT ENDS, FITTED 70' x 48' FOR 1/2 LEU. 0'
TO 40' AT ENDS, 150 IN B.S. SP. 150 IN B.S.
BUTTS LAPPED 5 R. TO 2 R. AT ENDS.
CENTRE STRAKE 150 UNDER HATCHES IF NO CEILING FITTED.

TOP ANGLES 3 1/2' x 3 1/2' x 45' FOR 1/2 LEU. 0'
TO 45' AT ENDS, 150 IN BOILER SPACE.

FLOOR PLATES 30' THROUGHOUT IN HOLDS AND
ENGINE SPACE, 40' IN BOILER SPACE.
WATERTIGHT FLOORS 39' x 08' x 47' WITH STIFFENERS
5' x 3' x 40' ANGLE SPACED 30' APART FOR
OVERFLOW 36' 0" ABOVE TANK TOP.

WIND BRACKETS 4 1/2' IN HOLDS & ENGINE SPACE.
51' U. BOILER SPACE MARGIN CONNECTION 2 1/2' x 3 1/2' x 42'
SINGLE, 52' IN BOILER SPACE WITH 8' x 7/8" RIVETS
EACH PLANGE WITH 39' GUSSET PLATE EVERY FRAME
45' IN B.S. 6' x 7/8" RIVETS.
MARGIN CONNECTION IN WAY OF DEEP FRAMING 6' x 6' x 42'
SINGLE WITH 17' x 7/8" RIVETS EACH PLANGE & 39'
GUSSET PLATE EVERY FRAME WITH 6' x 7/8" RIVETS.

NO OIL RUL IN DOUBLE BOTTOM.

DOUBLE UNDER BOILER ROOMS IN ENGINE SPACE &
THRUST SEAT TO BE UNDER INTERC. BEYOND SEATING
E.C.S. BEYOND SEATING.

LAP OF FLOORS TO BE TO SURVEYORS
SATISFACTION AT OUTSIDE FRAMES.

NO MANHOLES TO BE CUT IN
FLOORS OR INTERCOSTALS
UNDER PILLARS.

THICKNESS OF BOTTOM SHELL PLATING FROM FORWARD HALF LENGTH FORWARD
TO RULE POSITION OF COLLISION BULKHEAD 60' x 10 1/2' x 06'.

FORECASTLE DECK STRINGER PLATE 34' x 34'.
BUTTS LAPPED 5 R. STRINGER ANGLE 3 1/2' x 3 1/2' x 34'.
DECK PLATING 34' (UNHEATED) BUTTS LAPPED 5 R.
BEAMS ON ALTERNATE FRAMES AS PER
PROFILE AND DECK PLAN.

POOP DECK STRINGER PLATE 34' x 34'.
BUTTS LAPPED 5 R. STRINGER ANGLE 3 1/2' x 3 1/2' x 34'.
DECK PLATING 30' (SHEATED) BUTTS LAPPED 5 R.
BEAMS ON ALTERNATE FRAMES AS PER
PROFILE AND DECK PLAN.

M OUT

BRIDGE 58' x 38' F.C.L. 45'
BUTTS LAPPED 5 R. IN BRIDGE
1 R. IN POOP & FORECASTLE.

L IN

BRIDGE 38' x 38' F.C.L. 45'
BUTTS LAPPED 5 R. IN BRIDGE
1 R. IN POOP & FORECASTLE.

K OUT

TO RULE 50' x 88' FITTED 73' x 84'
FOR 1/2 LEU. 0' TO 44' AT ENDS
150' IN WAY OF BRIDGE.
BUTTS LAPPED 5 R. FOR 1/2 LEU. TO 4 R.
5 R. AT ENDS, 3 R. IN BRIDGE.
STRENGTHENING AT BREAKS AS PER RULES.

J IN

TO RULE 50' x 74' FITTED 73' x 70'
FOR 1/2 LEU. 0' TO 44' AT ENDS
150' IN WAY OF BRIDGE.
BUTTS LAPPED 5 R. FOR 1/2 LEU. 0' TO
3 R. AT ENDS (NOT EXCEED 08')
3 R. IN BRIDGE.

H OUT

71' x 60' FOR 1/2 LEU. 0'
TO 44' AT ENDS.
BUTTS LAPPED 5 R.

G IN

71' x 60' FOR 1/2 LEU. 0'
TO 44' AT ENDS.
BUTTS LAPPED 5 R.

F OUT

71' x 60' FOR 1/2 LEU. 0'
TO 44' AT ENDS.
BUTTS LAPPED 5 R.

11' x 7/8" RIVETS - 17' x 7/8" RIVETS IN
WAY OF DEEP FRAMING.

INCREASED IN WAY OF DEEP
FRAMING AS PER PROFILE.

BLICE KEEL ABOUT 140' 0" LONG
6' x 4' x 45' TEE BAR - 6' PL. TO SHELL
WITH 10' x 145' BULB PLATE.

MARGIN SHELL ANGLE
3 1/2' x 3' x 50' FORE & AFT.

MARGIN PLATE TO RULE 34' x 50' FITTED
ABOUT 37' x 50' - 158 IN B.S.
BUTTS LAPPED 5 R. THROUGHOUT.

SPECIAL PLAN OF BOTTOM
STRENGTHENING FORWARD TO
BE SUBMITTED LATER.

DISPOSITION OF FLOORS:
SOLID FLOORS ON EVERY FRAME IN ENGINE SPACE AND
FORWARD 78' LEU. FORWARD UNDER BOILER BEARERS, BULKHEADS &
PILLARS. PARTIAL SOLID UNDER THRUST, ELSEWHERE SOLID
FLOORS ON EVERY FOURTH FRAME, BRACKET FLOORS INTERMEDIATE.

KEEL OUT

42' x 78' FOR 1/2 LEU. 0' TO
58' AT ENDS, BUTTS LAPPED 5
4 R. TO 3 R. AT ENDS.

A IN

60' x 60' FOR 1/2 LEU. 0'
TO 46' AT ENDS
BUTTS LAPPED 5 R.

B OUT

60' x 60' FOR 1/2 LEU. 0'
TO 46' AT ENDS
BUTTS LAPPED 5 R.

C IN

64' x 60' FOR 1/2 LEU. 0'
TO 46' AT ENDS
BUTTS LAPPED 5 R.

D OUT

64' x 60' FOR 1/2 LEU. 0'
TO 46' AT ENDS
BUTTS LAPPED 5 R.

E IN

77' x 60' FOR 1/2 LEU. 0'
TO 46' AT ENDS
BUTTS LAPPED 5 R.

S.S. JALAYAMUNA

LITHGOWS LTD N° 882,

MIDSHIP SECTION

As BUILT

GREENOCK FIRST ENTRY

REPORT N° 20168.

002711-002716-0249



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002711-02716-0249