

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

4-00'-0" BP x 51'-9" MLD - 52'-0" EXT. x 30'-6" MLD. TO UPPER DECK.
TO CLASS + 100A1 AT LLOYD'S SPECIAL SURVEY.
EQUIPMENT NUMERAL 34728.

| LLOYD'S NUMERALS | |
|-------------------------------|--------|
| 1 ST NUMERAL | 122.00 |
| 2 ND NUMERAL | 325.00 |
| 4 ⁶ TO UPPER DECK | 13.11 |
| 4 ⁶ TO BRIDGE DECK | 10.39 |
| 4 ¹ | 18.46 |
| 4 ⁰ | 30.50 |
| EJECTIONS | 56.78% |

EQUIPMENT

3 STOCKLESS POWER ANCHORS - 1 AT 64 1/2 CWTs, 1 AT 62 1/2 CWTs, & 1 AT 54 1/2 CWTs.
1 STREAM ANCHOR AT 18 1/2 CWTs. (EX STOCK)
260 FATHOMS 1 1/4" STUD LINK CHAIN CABLES AT 59 CWTs. (INCLUDING 2 PIECES OF 5 FATHOMS EACH)
90 FATHOMS 4 3/4" STEEL WIRE IN LIEU OF STREAM CHAIN
120 FATHOMS 4 3/4" STEEL WIRE TOWLINE
2 AT 90 FATHOMS 2 3/4" FLEXIBLE STEEL WIRE HAWSER.
2 AT 90 FATHOMS 2 1/2" FLEXIBLE STEEL WIRE WARPS

[illegible]

STRINGER PLATE $34" \times \frac{3}{8}"$
DECK PLATING $\frac{5}{16}"$ (SHEATHED)
STRINGER ANGLE $3\frac{1}{2}" \times 3\frac{1}{2}" \times \frac{3}{4}"$
SEAMS & BUTTS WELDED

STRINGER PLATE $3/4" \times 3/8"$
DECK PLATING $3/8"$
STRINGER ANGLE $3 1/2" \times 3 1/2" \times 3/8"$
SEAMS & BUTTS WELDED.

36" x 5/8" FORE & AFT.
STRINGER ANGLE 5" x 5" x 1/2"
BUTTS WELDED & SEAMS RIVETED

THRO' BEAMS & CARLINS 7" x 3 1/2" x 38" B.A.

5/8 FOR 1/2 L.E. ~~1/2~~ TO 3/8 AT ENDS. } CLEAR OF BRIDGE
1/4 INSIDE LINE OF OPENINGS. }
3/8 ABREAST OPENINGS. } IN WAY OF BRIDGE
5/8 INSIDE LINE OF OPENINGS. }

BUTTS WELDED THROUGHOUT
BEAMS RIVETED IN WAY OF WELLS &
WELDED UNDER POOP, BRIDGE & FOLE DKS.

\$1.00

CAMBER

UPPER DECK BEAMS ON EVERY FRAME.

THRO' BEAMS & CARLINS $7' 3\frac{1}{2}" \times 59" \times 8 \frac{1}{2}"$

CARGO THRO' BEAMS
" CARLINS

REVERSE BAR FITTED ON EVERY 4TH BEAM
IN CENTRE SPAN $3\frac{1}{2}" \times 3\frac{1}{2}" \times 1\frac{1}{2}"$

ABREAST OPENINGS. } CLEAR OF BRIDGE.
 $\frac{5}{16}$ " INSIDE LINE OF OPENINGS. }
 $\frac{5}{16}$ " THROUGHOUT IN WAY OF BRIDGE.
 SEAMS & BUTTS WELDED THROUGHOUT.

THRO' BEAMS } $7 \times 3\frac{1}{2}'' \times .59''$ B.A.
CARLINS }
REVERSE BAR FITTED ON EVERY 4TH BEAM.
IN CENTRE SPAN $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{2}''$ Q.A.

MAINSIDE FRAMES SPACED 21' CLEAR, 23' FORD, 24' IN PEAK.
 FRAME SIDE FRAMES CLEAR OF DEEP FRAMING FROM TWEEN RECELS, FORE & AFT.
 PEAK TACKS, ENGINE 8'00" LONG, 10' 3 3/8" B.A. ON EVERY FRAME TO 2ND DK.
 WITH 7 1/2" X 4" O.B. TWEEN DECK FRAMES SCARPHED TO MAIN FRAME AT 2ND DK.
 TWEEN DK FRAMES CARRIED TO DECK ON EVERY FRAME OF BRIDGE 7 1/2" X 4" O.B.A.
 TWEEN DK FRAMES CARRIED TO DECK ON EVERY FRAME AT BUTT AND AT ENDS OF BRIDGE.
 FOUR CONSECUTIVE TWEEN DK FRAMES CARRIED IN WAY OF BRIDGE DECK SCARPHED TO
 MAIN FRAMES AT 2ND DK.
 MAIN SIDE FRAMES IN WAY OF ENGINE ROOM 10' 3 3/8" X 42" B.A. AND IN WAY OF BOILER
 ROOM 10' 1 1/2" X 48" B.A.
 MAIN SIDE FRAMES IN WAY OF DEEP FRAMING FROM FORD OF 1/2 L. FORD TO PAINTING
 AREA, 12 X 3 1/2 X 54" B.A. ON EVERY FRAME TO 2ND DK.
 MAIN SIDE FRAMES IN WAY OF PAINTING AREA 12 X 3 1/2 X 66" B.A. ON EVERY FRAME TO 2ND
 DK. MAIN SIDE FRAMES IN WAY OF PAINTING AREA 12 X 3 1/2 X 66" B.A. ON EVERY FRAME TO 2ND DK.
 MAIN SIDE FRAMES IN WAY OF FORE & AFT PEAK TACKS 7 1/2" X 4" O.B.A. ON
 EVERY FRAME TO FORECASTLE & POOP DECKS.
 TWEEN DECK FRAMES IN WAY OF FORECASTLE, CLEAR OF FORE PEAK 7 1/2" X 4" O.B.A.
 TWEEN DECK FRAMES IN WAY OF FORECASTLE, CLEAR OF FORE PEAK 7 1/2" X 4" O.B.A.
 TWEEN DECK FRAMES IN WAY OF POOP DECKS CARRIED TO UPPER DK & POOP DECK.
 BUTTED TO MAIN FRAME AT 2ND DK & CARRIED TO UPPER & POOP DECKS.
 ALTERNATELY WITH 5 1/2" X 10" INTERMEDIATE HANGING FRAMES.
 MAINSIDE 10 1/2" X 48" B.A. IN 2ND DK. MAIN DK FRAME WELDED TO UPPER DK
 AND CARRIED TO FORE-CASTLE DECK.

CENTRE STAKE $70 \times \frac{1}{2}$ " TO $\frac{1}{16}$ " AT ENDS.
 $\frac{5}{8}$ " IN E.S. & B.S.
 REMAINDER $\frac{1}{16}$ " FOR $\frac{1}{2}$ LEN. \times TO
 $\frac{1}{16}$ " AT ENDS. $\frac{9}{16}$ " IN E.S. & $\frac{5}{8}$ " IN B.S.
 BUTTS & SEAMS WELDED.

7/16" THROUGHOUT IN HOLDS & ENGINE SPACE, 1/2" IN BOILER SPACE, W.T. FLOORS 1/2" WITH STIFFENERS 8"x3"x1/2" - 3/8" O.A. SPACED 30 3/4" APART

WING BRACKETS
7/8" IN HOLDS & ENGINE SPACE;
3/4" IN BOILER SPACE.
3/8" GUSSET PL. ON EVERY FRAME WELDED
TO TANK TOP & RIVETED TO WING BRACKET
WITH 6-7/8" RIVETS; 7-7/8" RIVETS FORD.
OF 1/2" LEN. FORD.
7/8" IN BOILER SPACE.

$4\frac{1}{2}'' \times \frac{1}{16}''$ FOR $\frac{1}{2}$ LEN. TO $\frac{3}{16}''$ AT ENDS & $\frac{5}{16}''$ IN B.S.
 VERTICAL ANGLE SINGLE $\frac{1}{16}'' \times 3\frac{1}{2}'' \times 4\frac{1}{2}''$ IN B.S.
 SINGLE $5 \times 5 \times \frac{1}{16}''$ IN E.R., $\frac{5}{16}''$ END OF BOILER
 BEARERS AND $\frac{1}{16}''$ UNDER THRUST IN LIEU
 OF DOUBLE $\frac{3}{16}''$ ANGLES.
 CENTRE GIRDER TOP ANGLES $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{2}''$
 $\frac{5}{16}''$ IN BOILER SPACE.
 CENTRE GIRDER BOTTOM ANGLES $4 \times 4 \times \frac{1}{2}''$
 CENTRE GIRDER BUTTS WELDED.

49" x 13/16" FOR 3/5 LE
TO 1/16" AT ENDS
BUTTS WELD

7 $\frac{3}{4} \times 5\frac{1}{8}$ " FOR $\frac{1}{2}$ LEN.
TO $\frac{1}{2}$ " AT ENDS.
BUTTS WELDED.

4" x 5/8" FOR 1/2 LEN. ~~Ø~~
TO 1/2" AT ENDS,
BUTTS WELDED.

OR 1/2 LEN
T ENDS.
WELDED.

1' x 5/8" FOR 1/2 LEN. ~~Ø~~
 1/2" AT ENDS.
 BUTTS WELDED.

1/8" FOR 1/2 LEN. ~~X~~
"AT ENDS.
TS WELDED.

12 $\frac{1}{2}$ " x $\frac{1}{2}$ " PLATE WELDED TO SHELL
2" x $\frac{1}{2}$ " FLAT DOUBLE, WELDED TO
 $\frac{1}{2}$ " PLATE.

DETAIL OF BRACKET FLOOR

Chief Shipyard Manager

004502-004511-0146

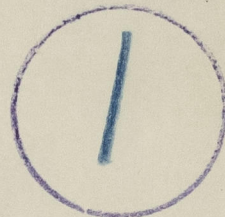
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S. S. "JALAPRATAP" ★
YARD N° V.C. III

MIDSHIP SECTION

"AS. FITTED"

RECORDS DEPT.
LONDON



HINDUSTAN SHIPYARD LTD
VIZAGAPATAM
S. INDIA.



July 1952

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