

WRECK
SECTION
1081

STEEL STEAMER OR MOTORSHIP.

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Received at London Office

NOV 1952

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 29TH SEPTEMBER, 1952 Port of VIZAGAPATAM S. INDIA. No. 115Survey held at VIZAGAPATAM Date First Survey 9TH AUGUST, 1951 Last Survey 29TH SEPTEMBER, 1952On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW STEAMER "JALAPUSHPA"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP BRIDGE FORECASTLETONNAGE under Tonnage Deck ... 4682.81CLASS *100 A.1.State if with freeboard as condition of Class -Built at VIZAGAPATAM

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 400.0

FEET

Launched 9TH JULY, 1952 Yard No. VC/112/66.Breadth (greatest moulded) 51.75

B

Builders HINDUSTAN SHIPYARD LTD.Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 30.50

D

Owners SCINDIA STEAM NAV. CO. LTD.1st Longitudinal Number (L x D) 12,200

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Managers -

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) 32,900

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Residence -Framing Depth "d," at middle of length. See Sec. 3 (1d) 18.46

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Port of Registry BOMBAYProportions—Depth to Length—Uppermost continuous deck to top of keel 13.11

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If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel 10.39

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Draught Moulded 24'-9 3/16"

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WHILST BUILDING & AFLOAT.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	28	✓	Bracket Floors, Frame	6 3/4 .37	✓
" " from 1/2 length amidships to Collision bulkhead.....	27	✓	" " Reversed Frame	6 3/4 .47	✓
" " in peaks.....	24	✓	" " Vertical Struts (CHANNEL)	10 3/4 x 3/4 .36	✓
SIDE FRAMING.			" " IN B. RM.	4 1/2 x .63	.60
Frame Amidships, <u>IN HOLDS 10 3/4 .48</u>			" " IN B. RM.	4 1/2 x .56	.51
" " " E. RM. 10 3/4 .52			Centre Girder, depth and thickness amidships	4 1/2 x 3/4 .63	.55
" " " B. RM. 10 3/4 .98			" " top Angles	3 1/2 3 1/2 .50	.45
" " Extends up to <u>SECOND DECK</u>		✓	" " bottom Angles	4 4 .50	.45
Reversed Frame Amidships, Angle	—		" " IN B. RM.	1 0 .50	.49
" " Extends up to	—		Side Girders, No. each side and thickness	1 0 .44	.39
Depth of Framing Girder	10	✓	" " IN B. RM.	37 x .69	.58
Frames in Uppermost Continuous 'tween Decks, <u>7 3/4 .40</u>		✓	Margin Plate depth (excl. of flange) and thickness	37 x .50	.52
" " Second 'tween Decks, Angle, [or [—		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	IN B. RM. 3 1/2 x 3/4 .65	.52
" " Third	—		" " 3 1/2 3 1/2 .50	.42	
" " from 1/2 len. for'd. to 15% len. from Stem <u>12 3/4 .66</u>		✓	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	IN B. RM. .50	.49
" " " B. R. 12 3/4 .54		✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	EV. FRM. .44	.39
" " in Peaks, <u>7 3/4 .59</u>		✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	6 7/8 RM. .44	.41
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 7 DIAM.	✓	" " Tank Side Brackets, height above base line at toe of Frame and thickness	IN B. RM. .56	.51
State if Frame Joggled.....	YES	✓	" " IN E. & B. RMS. .63	EV. RM. .50	.56
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	Breadth and thickness of Middle Line Strake	70 x .50	.40
SINGLE BOTTOM.			" " IN E. RM. .56	B. RM. .63	.50 & .56
Floors, Depth and thickness at mid-line in Holds.....			Thickness of remainder in Holds	4 1/2	.44
Height of Brackets at side above base line at toe of frame.....			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	YES	✓
Middle Line Keelson, on Floors, Angles, [or [BEAMS.		
" " Through Plate or Inter-costal Plate			REV. EV. 4 TH CENTRE SPAN	3 1/2 3 1/2 .50	✓
" " Foundation Plate on Floors			Uppermost Continuous Deck, amidships in Wells, <u>7 3/4 .59</u>		✓
" " Flat Plate Keel Angles			" " in way of Bridge, Angle, <u>7 3/4 .59</u>		✓
Side Keelsons, No. each side.....			" " REV. EV. 4 TH 3 1/2 3 1/2 .60		✓
" " thickness of Inter-costal Plate			Spacing	28	✓
" " Angles			Second Deck, amidships, <u>7 3/4 .59</u>		✓
DOUBLE BOTTOM.			" " REV. EV. 4 TH CENTRE SPAN 3 1/2 3 1/2 .50		✓
Solid Floors, thickness and spacing	EVERY IN E. RM. .44	EV. 4 TH .39	Spacing	28	✓
" " Are Frame and Reversed Frame joggled?	IN. BLK. RM. .50	EV. .49	Third Deck, amidships, Angle, [or [—	
Bracket Floors, breadth and thickness at middle line	32 x .44	.39	Spacing	—	
" " breadth and thickness at margin plate	IN B. RM. .50	.49	Fourth Deck, amidships, Angle, [or [—	
	32 x .44	.39	Spacing	—	
	IN B. RM. .50	.49	Poop Deck, <u>7 3/4 .38</u>		✓
			" " 9x3 1/2 x 30 CHAN. FLT.		✓
			Spacing	24 & 28	✓
			Bridge Deck, Angle, [or [7 3/4 .38	✓
			Spacing	28	✓
			Forecastle Deck, Angle, [or [7 3/4 .38	✓
			Spacing	24 & 27	✓

(MADE IN ENGLAND.)

004982-004987-0143 1/2

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
2 ROWS BRIDGE TREM OK. in 'tween Decks, Size and Spacing	2 ROWS 4 DIA. SOLID APPROX 20.0 3 3/4 x 4 1/8			
in Holds	1/6 DIA SOLID 6 1/2 x 30 TUBE SPACED 23/30 13 x 9/16 17 x 3/8 SPACED 23/30			
Centre Line Bulkhead. Stiffeners and Spacing				
Plating, thickness of				
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	56 x .87			
in way of Bridge	56 x .44 .38			
Angle in Wells	6 6 .87 6 x 6 x 75			
Thickness of Plating abreast Deck openings in way of Wells	.63 .58			
Thickness of Plating abreast Deck openings in way of Bridge	.38 .34			
Thickness of Plating within line of openings	.44 .42 IN WELLS IN BRIDGE 38 .38			
If Sheathed, material and thickness	2" COMP. IN POOP ONLY			
Second Deck. Stringer Plate, breadth and thickness in Wells	70 x .38			
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness				
Third Deck. Stringer Plate, breadth and thickness				
If Plated, state thickness				
Fourth Deck. Stringer Plate, breadth and thickness				
If Plated, state thickness				
Poop Deck. Stringer Plate, breadth and thickness	34 x .38 .34			
Plating, Sheathing, material and thickness	.31 PLATING 2 1/2 TANK EXP 2" COMP IN ARC.			
Bridge Deck. Stringer Plate, breadth and thickness	.56 x .68 .46			
Plating, Sheathing, material and thickness	.56 .50 IN LINE OF 2" COMP. IN ARC.			
Forecastle Deck. Stringer Plate, breadth and thickness	34 x .38 .34			
Plating, Sheathing, material and thickness	.38 PLATING SHEATHED IN WAY OF WINDLASS ONLY.			

SHELL PLATING.

SCANTLINGS.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.	EDGES.	BUTTS.
STRAKES.	AMIDSHIPS.	FORWARD.	AFT.	State if forged?	State if forged?
Breadth.	Thickness.	Thickness.	Thickness.	Single or Double.	Single or Double.
Inches.	Inches.	Inches.	Inches.	Diam.	Diam.
Flat Plate Keel	49 .81 .68 .68	.78 AMIDS.	D.R. 7/8 x 3/4		
Dbg. (if any)	4 STRAKES	BOTTOM PLATING INCREASED T. 66 FROM 1/2 L FARD TO COLLISION BND.			
Bottom Plating, No. of Strakes	67 1/4 .63 .66 .48	.60 AMIDS.	D.R. 7/8 x 3/4		
Bilge Plating, No. of Strakes	65 64 .63 .46 .56	.46 AT ENDS	D.R. 7/8 x 3/4		
Side Plating, No. of Strakes	77 .63 .46 .50	.60 AMIDS	D.R. 7/8 x 3/4		
Upper Deck, Sheer-strake in Wells	71 .63 .44 .48	.46 AT ENDS	D.R. 7/8 x 3/4		
Upper Deck, Sheer-strake in Bridge	73 .88 .54 .44	.84 AMIDS	D.R. 1" x 4 1/2"		
Strake below Sheer-strake in Wells	73 .63 - - .60	.44 AT ENDS	D.R. 7/8 x 3/4		
Strake below Sheer-strake in Bridge	73 .75 .44 .44	.70	D.R. 7/8 x 3/4		
Poop Side Plating	L.M. - - .44 .38		S.R. 7/8 x 3/4		
Bridge Side Plating	M TOP .69 .58		D.R. 7/8 x 3/4		
Forecastle Side Plating	L.M. 60 mm .63 - .58		S.R. 7/8 x 3/4		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	FORGINGS AND CASTINGS.
Extending to Upper Deck (Sec. 3 c)	6
Deck next below	-
As per Rule	6

STIFFENERS.	VERTICAL.	HORIZONTAL.
Plating Thickness.	Scantlings.	Scantlings.
Thickness.	Spacing.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	86/88 5/16 5 x 3 x 38 OR 30" 36"	- -
Second	-	-
Third	-	-
Holds	28 .46 10 1/2 x 44 OR 29"	- -
COLLISION (in Hold)	16.4 31 .44 6 x 3 1/2 x 59 24" 3-24" STAINLESS TUNNEL RECESS SEMI-BOX BEAM	- -
AFTER PEAK	8 31 .50 6 x 3 x 38 24"	- -

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	TATA IRON & STEEL Co., LTD, JAMSHEDPUR, INDIA.
Has the Steel been tested as required by the Rules?	YES.

EQUIPMENT No. 34728

LETTER Y

ANCHORS. 3 B. - 1 S.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.				
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	cwts.				lbs.	Cwts.		
71408	1st Bower	64	1	21	-	-	-	50	15	0	0	60	} BYERS IMPROVED TYPE - CAST STEEL HEAD	—	LOW WALKER 27/5/51 R.J.V.	
11397	2nd "	63	3	24	-	-	-	50	10	0	0	60		—	"	" 27/5/51 R.J.V.
11539	3rd "	55	0	14	-	-	-	45	9	0	7	50 1/2		—	"	" 27/5/51 R.J.V.
	Collective weight	83	1	3								170 3/4				
71841	Stream	18	1	14	5	0	0	19	6	2	7	16 1/4	ELECT WELDING RIGIDITY TYPE	—	"	" 27/5/51 R.J.V.

CHAIN CABLES.

HAWERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire.	Length and size per Table 53.
7631	280 1 1/6	945 1323	592-2-2	645 3/4	270 2 1/6	SPRANG STEEL CABLE "FLORIN" STUO LINK.	NORTH BRITISH ELECTRIC CO. LTD	GLASGOW LL. WRIGHT 30-6-51	TOWLINE (6x12) 120 4 1/4 470 120 4 1/4	20 90 2 1/4 15-2 20 90 2 1/4	20 90 2 1/2 13-2 20 90 2 1/2
on Stream Chain or Steel Wire	90 4 1/4	470 -	-	90 4 1/4	-	-	-	-	-	-	-

Steering Gear, Type (Power or hand)	VERTICAL STEAM, JOHN LYNN & Co., LTD, SUNDERLAND	Alternative Means of Steering	BLACK TACKLE TO AFTER MACH
Steering Chains (Size and Test)	-	Windlass	STEAM - CLARKE CHAPMAN Boats 1 @ 27-0" STEEL BOAT 2 @ 28-0" STEEL MAIN DRAT
Ceiling in Holds, thickness and material	2 1/2 W.P. OVER BILGES ONLY	Cargo Battens, thickness, material and spacing	6 1/2 W.P. @ 8" AP.
Cargo Hatchways.—(Upper Deck)	30 CORR. BEAMS WITH T & B ROLLERS AT NO 1, 2, 4 & 5 U.D.K.	Thickness of Hatches	2 1/2" N.P. SOLID
Size of Hatchways No. 1 (Fwd.)	24-9 x 18-0	No. 2	30-4 x 18-0
No. 3	16-4 x 18-0	No. 4	30-4 x 18-0
No. 5	35-8 x 18-0	No. 6	-
Number of Shifting Beams and/or Fore and Afters	4	5	3
	5	3	5

Builder's Signature: *James L. Campbell*
Chief Shipyard Manager

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. **No**
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. **No** The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rules requirements. The plans of welded section, profile and deck etc., showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The quality of materials and workmanship is satisfactory. All double bottom tanks, fore and aft peak tanks, watertight bulkheads, and weather decks have been tested in accordance with the rules and found satisfactory. The windlasses and steering gear have been tested under working conditions and found satisfactory. Forging and casting reports (6 in number) are forwarded herewith.

The amount of Entry Fee	Rs. 25,440/-	Fees applied for, 30th SEPT, 1952.	(Special notations, where part of class, to be stated.)
Special Survey Fee	-	Received by me,	I am of opinion the Vessel should be Classed +100 H.F.
Travelling Expenses, if any	-	19	
State whether the Vessel has been built under Special Survey	Yes	Signature <i>Alfred T. Moore</i>	Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to	Committee's Minute	Date of issue	11/12/52
Character assigned	+100A1	Committee's Minute	28 NOV 1952
	Lloyd's A & CP		
	+LMC 9.52		
	FD. CL.		
	3 SB 220lb		

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

VIZAGAPATAM REPORT No 109 "JALAPRATAP"
(EXCEPT FOR NEW SOFT-NOSE STEM)

- PLANS FORWARDED HERewith—
- ① MIDSHIP SECTION.
 - ② PROFILE & DECKS.
 - ③ SHELL EXPANSION.
 - ④ PEAKS & STRINGERS, CRUISER STERN, PROPELLER BOSS FRAMING, STRENGTHENING OF BOTTOM FORWARD.
 - ⑤ W. T. BULKHEADS.
 - ⑥ PILLARS & GIRDERS.
 - ⑦ HATCH PLAN.
 - ⑧ CAST STEEL STERNFRAME
 - ⑨ STREAMLINE RUDDER
 - ⑩ MODIFIED ARR^{gt}. OF BOW
 - ⑪ BILGE & BALLAST PUMPING ARR^{gt}.

PARTICULARS OF ELECTRIC WELDING (if employed) *Shell butts, margin to shell, tank top seams and butts, W.T. Bulkheads, seams and butts; shaft turned, thrust recess and turned recess seams & butts, 2nd deck girders to deck thru-out, 2nd deck seams & butts and stringer to shell, upper deck girders to deck in way of erections, upper deck seams and stringer to shell in way of erections, upper deck butts throughout, bridge deck butts, hold and tween deck fillers and all deckhouses.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

CRUISER STERN — PART ELECTRIC WELDED

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower. <i>40 cwt 3 grs. 14 lb</i>	<i>K.H.F.</i>	<i>2161</i>	<i>20-2-51</i>	<i>SUNDERLAND.</i>
	2nd " <i>40 " 1 " 17 "</i>	<i>A.E.G.</i>	<i>2079</i>	<i>30-1-51</i>	<i>SUNDERLAND</i>
	3rd " <i>34 " 2 " 14 "</i>	<i>A.E.G.</i>	<i>2086</i>	<i>2-2-51</i>	<i>SUNDERLAND.</i>
	<i>(INCLUDING HT. ANCHOR HEAD & PINS)</i>				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *40.64* ft., R.Q.D. — ft., Bridge *144.67* ft., Forecastle *32.74* ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. *191986* Signal Letters *V.W.Z.Q* Extreme Breadth over Belting *52'-0"* Over-all Length *421'-9 1/2"*

No. and Material of Decks *2 DECKS - STEEL*

Parts of Bottom of Vessel coated with cement or approved composition *BOTTOM CEMENTED IN D.B. IN BOILER ROOM & IN BOTTOM OF PEAK TANKS. REMAINDER OF D.Bs. CEMENT WASHED WITH FILLETS IN WAY OF SHELL LANDINGS.*

Particulars of composition (if fitted) and of approval *ALL BUNKER SPACES, AFT END BRIDGE TWEEN DXS, BOILER ROOM, CHAIN LOCKS COATED WITH WAILES DOVE ANTI-CORROSIIVE BITUMASTIC SOLUTION.*

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	<i>114.33</i>	<i>315</i>	Fore peak tank,	<i>164 - FND. APPROX</i>	<i>21.75</i>
Double bottom, under Engines and Boilers,	<i>46.66</i>	<i>103</i>	After peak tank,	<i>T - FRN.8</i>	<i>16.00</i>
Double bottom, if under Engines only, <i>B. RM. TANK REARDED AS DRY TANK - CONN. TO BALLAST LINE.</i>			Deep tank, aft,	—	—
Double bottom, if under Boilers only,			Deep tank, forward,	—	—
Double bottom, forward,	<i>182.1</i>	<i>629</i>	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	<i>343.09</i>	<i>1047</i>	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No.

Date

Dates of Surveys held while building

1951 Aug. 9, 13, 16, 24, 28 Sept 3, 6, 10, 14, 26 Oct. 4, 11, 12, 19, 23, 26, 31 Nov. 1, 2, 6, 9, 12, 16, 19, 23, 26, 29, 30 Dec. 3, 4, 5, 6, 7, 13, 17, 20, 26, 27, 28, 31. 1952 Jan. 2, 3, 4, 7, 9, 17, 18, 21, 22, 23, 25, 29, 30 Feb. 1, 4, 5, 6, 7, 8, 12, 13, 14, 15, 18, 22, 25, 28, 29 March. 3, 4, 5, 6, 7, 10, 12, 13, 17, 19, 20, 21, 24, 27, 31 April 1, 2, 4, 7, 9, 14, 15, 16, 17, 18, 21, 22, 23, 28, 29 May 1, 3, 5, 6, 7, 8, 12, 13, 14, 15, 16, 17, 20, 21, 23, 26, 27, 28, 29 June 2, 4, 5, 9, 10, 11, 13, 16, 18, 20, 26, 30 July 2, 4, 8, 9, 10, 16, 22, 29 Aug. 1, 6, 8, 13, 22, 26 Sept. 1, 5, 16, 19, 22, 24, 27, 29.

Total No. of Visits *151*