

STEEL STEAMER.

No. 1436

pt. Awning' Deck.

State if Report is also sent on the Machinery of the Vessel *Yes*

at Said Date of completion of Report

Received at London Office

at Suez Date, First Survey 20 Sept
S.S. Podesta ex Odessa

Last Survey 27 Oct 1982

Rig 2 masts

under } 3191

CLASS

FEET.

Master

Breadth (*greatest moulded*) 50-5

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck } 32.5

Deduct height of 'tween deck when this does not exceed 8ft. 7-10

Transverse Number

Length on deck from fore part of stem to after part of sternpost } 365'-9"

Longitudinal Number

Depth "d" at middle of length. See Secs. 2 & 13. 21.1

Proportions, Depths to Length, Uppermost Continuous	}
<i>Deck at side to top of keel</i>	

" " " Upper Deck at side
to top of keel }

Year of Appointment

Built at Kaslo

When built 1912 Launched 1912

By whom built. Neptune Shipbuilding Co

Owners Mess^{rs} John. Alencardatos & Co

Managers

(Where necessary to be entered in Reg. Book.)

Residence Port Said

Port belonging to Argostoli

If Surveyed while Building, Afloat, or in Dry Dock *dry dock*

on Rule	Ft.	Ins.	BREADTH — Moulded ..	Ft.	Ins.	DEPTH, ACTUAL — Top of Floors to top of Awn. or Shelter Dk. Beams Do. do. Upper Deck Beams'	Ft.	Ins.	No. of Decks with flat laid No. of Tiers of Beams
Ship per Register, no Report									
length			breadth.....depth.			Awn. or Shelter Dk. Moulded depth, ft. ins. To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual ..			ins.
						Upper Deck. Moulded depth, ft. ins. To Upper Dk.			

FRAMING.				Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	Inches per Rule.	Inches per Rule.
				In Ship.	In Ship.	In Ship.	Or as Approved.	Or as Approved.	Or as Approved.	Or as Approved.
Angles, or $\frac{1}{2}$ or L Bars, amidships	$7 \times 3 \frac{1}{2}$	$9 \times 3 \frac{1}{2}$	$7 \times 3 \frac{1}{2}$							
Angles, or $\frac{1}{2}$ or L Bars, at intermdt. Bkts.	$6 \times 3 \frac{1}{2}$	$6 \times 3 \frac{1}{2}$	$6 \times 3 \frac{1}{2}$							
Frames from centre to centre amidships	$26"$									
Frames from centre to centre in peaks	$7"$									
Depth of girder	3×3									
Depth and thickness of Floor Plate	3×3									
Mid-line for $\frac{2}{3}$ length amidships	3×3									
Way of Engine and Boiler spaces	3×3									
Thickness at the ends of vessel	$5 \frac{1}{16}$	$3 \frac{3}{8}$	$5 \frac{1}{16}$							
Thickness at $\frac{1}{2}$ the half-bdth. as per Rule	$5 \frac{1}{16}$	$3 \frac{3}{8}$	$5 \frac{1}{16}$							
Thickness extended at the Bilges	$5 \frac{1}{16}$	$3 \frac{3}{8}$	$5 \frac{1}{16}$							
Cell Double Bottoms	$5 \frac{1}{16}$	$3 \frac{3}{8}$	$5 \frac{1}{16}$							
State if flanged (top and bottom)	$5 \frac{1}{16}$	$3 \frac{3}{8}$	$5 \frac{1}{16}$							
Spacing of Solid	4×4	4×4	4×4							
ORDER, in Dbl. bottom, dpth. & thcknss	$3 \times 3 \frac{1}{2}$	$5 \frac{1}{8}$	$7 \frac{1}{16}$							
Angles, Top	3×3	3×3	3×3							
Angles, Bottom	$4 \frac{1}{2} \times 4 \frac{1}{2}$	$4 \frac{1}{2} \times 4 \frac{1}{2}$	$4 \frac{1}{2} \times 4 \frac{1}{2}$							
Angles, to Floors	3×3	3×3	3×3							
Brackets at intermdt. frmg., wdth & thcknss	$12" \times 3 \frac{3}{8}$									
ORDERS, number and thickness	$3 \frac{3}{8}$	$9 \frac{1}{16}$	$3 \frac{3}{8}$							
State if flanged (top & bottom)	$7 \frac{1}{16}$									
Angles	$3 \frac{1}{2} \times 3 \frac{1}{2}$									
PLATE, depth (exclusive of flange)	$2"$									
and thickness	3×2									
Angles to outside plating	$3 \frac{3}{4} \times 3 \frac{3}{4}$	$3 \frac{3}{4} \times 3 \frac{3}{4}$	$3 \frac{3}{4} \times 3 \frac{3}{4}$							
Angles to floors	$3 \times 2 \frac{1}{2}$									
Brackets at intermdt. frmg., wdth & thcknss	$12" \times 3 \frac{3}{8}$									
Height of Brackets above at bilge	$5 \times 2 \frac{1}{2}$									
OTTOM PLATING, breadth and thickness	$3 \times 3 \frac{1}{2}$	$5 \frac{1}{8}$								
Thickness of Middle Line Strake	$9 \frac{1}{16}$	$2 \frac{1}{2}$								
Thickness in Engine and Boiler space	$9 \frac{1}{16}$	$2 \frac{1}{2}$								
Remainder in Holds	$3 \frac{3}{8}$									
Awning or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	$7 \times 3 \frac{1}{2}$									
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	$26"$									
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	$26"$									
Angles on upper edge	$26"$									
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Angles on lower edge										

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing 2-4 frame spaces brdth. & thickness 15" 5/8 - 6" flange No. of Side Stringers 4-2 for length 32-6 from C.B.H. WEB-FRAMES, In E. & B. Space, No. & spacing 3-4 frame spaces brdth. & thickness 22 3/4" 7/8 flange 6" WEB-FRAMES, In After Body, No. and spacing none brdth. & thickness " No. of Side Stringers " 2 6" flange Size of Face Angles to Web-Frames BRACKET PLATES to Stringers Web Frames, depth and thickness 2...2... 7/16

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness 8 1/2" x 2 1/4" STEM, moulding and thickness 10 1/2" x 7 1/2" STERN-POST for Rudder do. do. 12" x 7 1/2" for Propeller RUDDER-A x D* Table 22. Speed Main-Piece, diameter at head 9 3/4" at heel 6 3/4"

ANCHORS. 1st Bower 2nd 3rd

CHAIN CABLES. 270 2 1/2

HAWERS AND WARPS. TOWLINE HAWERS & WARPS

PLATING. STRAKES. FLAT PLATE KEEL GARBOARD OF A STRAKE State actual thickness in way of Double Bottom. B 65 C 66 D 69 E 49 F 72 G 69 H 72 J 72 K 60 L 46 M N O P Q R S T U V W

RIVETING. EDGES. BUTTS.

MASTS, SPARS, &c. LOWER MASTS Fore Main Mizzen

REMARKS. The material and workmanship all appear to be of the first class order. There is a great deal of work to do to the hull and chiefly damage by fire and shell. This will be done as the vessel has been in dock at Liverpool and all under water parts examined and repaired. The foremast is badly damaged by shot and will be necessary to take it down for repair. On board marks now on sides 10-3 1/2 from edge of shell deck at side to centre line.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☐ ft., Forecastle ☐ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given in the Register Book) *Phelps deck and 1 deck*

Official No.; Signal Letters State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside *paint Tanks cement* Outside *paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	114.7	351	Fore peak tank, <i>forward C.B. under main deck</i>	19.0	
Double bottom, under Engines and Boilers,	6.6		After peak tank,	11.9	
Double bottom, if under Engines only,	17.3	166	Deep tank, aft,		
Double bottom, if under Boilers only,	19.7		Deep tank, forward,		
Double bottom, forward,	155.7	526	Other tanks, if fitted,		
Total capacity of double bottom		1043	(If necessary, furnish further information by sketch.)		

*The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *no*

Order for Special Survey No.

Date

No. in builder's yard.

DATES OF SURVEYS
held while building

not built under special survey

Surveyor's Signature

Newman

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Total No. of Visits

Lloyd's Register
Marine Foundation