

S.S. "PODESTA" ex "ODESSA"

Rule dimensions:- 366.5 x 50.5 x 24.42 to Upper Deck
x 32.25 to Shelter Deck

Scantling Nos:- 74.92 and 27458

Proportions:- Length = 11.36 depths to shelter deck

This ex-German Steamer is of the Shelter Deck Type with tonnage opening and was built by Messrs. Neptun A.G. in 1912, and was classed 100 A [E] "With freeboard" with the Germanischer Lloyd.

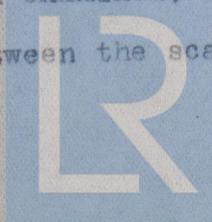
The vessel is now at Port Said undergoing heavy damage repairs and the present Owners, Messrs. John Alexandiato & Co., desire that she might be classed with this Society.

Sketches of midship section, shell plating, details partial particulars of equipment and a preliminary First Entry report have been received from the Constantinople Surveyor, and the Surveyors have been communicated with regarding the scantlings and arrangements indicated on the same, and further information regarding the framing, double bottom, beams etc., has been received from them.

Mr. Hunter of Messrs. Gray & Hunter, Marine Surveyors, is at Port Said arranging the alteration and repairs, and this firm have been informed that the doubling to the strake below the sheerstrake should be fitted as previously required, on account of the reported deficiencies in the thicknesses of the shell plating.

Copies of the original plans of the vessel comprising midship section, profile and decks, shell expansion, and watertight bulkheads have ^{now} been received from Messrs. Moxey, Savon & Co., and it is stated that another set of these plans has been sent to Port Said.

These plans have been examined, and it is found that certain differences exist between the scantlings and



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arrangements shewn thereon and these reported by the local Surveyors, as stated below.

(1) The frames as required by the Rules, after taking into account that the frame spacing has been increased from 24½" to 26" are 9½ x 3½ x .60 bulb angles, those indicated on the Builders' plans are 9½ x 3¾ x .55 bulb angles, and as reported by the Surveyors are 9 x 3½ x 50 bulb angles.

(2) The scantlings of the double and inner bottom as reported are at variance with those shewn on the Builders' plans. The scantlings as reported by the Surveyors were generally in excess of the Rule requirements, but as indicated on the Builders' plans are generally deficient.

The principal scantlings of the double and inner bottom as required by the Rules, as indicated on the Builders' plans and as reported by the Surveyors are as follows:-

	<u>RULE.</u>	<u>BUILDERS' PLANS.</u>	<u>REPORTED.</u>
Centre girder	41x.50 to .40	40½x.43x.37	41½x.62 to .44
Side girder.	Three .36 to .34	Three .37 to .35	Three .44 to .38
Margin.	32" x .44	37" x .39	38" x .50
Floors	.38 to .36 alternate	.35 alternate	.38 to .32 alternate.
Inner bottom centre line strake	41x.48 to .40	39x.43 to .35	39½ x .62
" " holds	.38 to .34	.35 to .33	.38
" " engine space	.46	-	.56
" " boiler space	.54	.47	.50

(3) The beams as indicated on the Builders' plans are somewhat below the Rule requirements but not to the extent reported by the Surveyors. The dimensions of the (bulb angle) beams are as follows:-

	<u>RULE.</u>	<u>BUILDERS' PLANS</u>	<u>REPORTED.</u>
Shelter deck	8½ x 3½ x .50	7⅞ x 3⅜ x .47	7 x 3½ x -
Upper "	9 x 3½ x .52	8⅝ x 3½ x .51	7 x 3½ x -



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(4) The thicknesses of the shell plating and topsides, as required by the Rules, as indicated on the Builders' plans, and as stated to have been ascertained from the drillings are as follows:-

<u>STRAKE.</u>	<u>RULE.</u>	<u>BUILDERS'</u> <u>PLANS.</u>	<u>AS DRILLED.</u>	
			<u>Starboard.</u>	<u>Port.</u>
"A" flat plate keel	.92	.89	.875	
"B" bottom	.60	.53	+ .56	.56
"C" "	.60	.53	+ .62	.56
"D" "	.60	.51	+ .53	.53
"E" bilge	.60	.57	+ .62	.62
"F" "	.60	.57	+ .59	.59
"G" sides	.58	.53	.50	.56
"H" "	.58	.53	.50	.56
"J" "	.58	.53	.53	.50
"K" "	.58	.53	.44	.50
"L" "	.62	.53	.44	.50
"M" (Shelter deck sheerstrake)	.72	.67	.62	.62

It will be observed that in several instances marked + the thicknesses reported by Mr. Newman Mumford are in excess of those shown on the Builders' plans, and the Port Said Surveyor should be requested to verify these. It should be noted that the lettering of the strakes on the Builders' plans is different from that previously adopted in communicating with the Surveyors and from that in common use, where the strake next the flat plate keel is lettered "A".

(5) The shelter deck plating is reported as being .375 in thickness, whereas on the Builders' plans the thickness is given as .35, the Rule thickness being .38.

The upper deck is not required by the Rules to be plated, the Surveyors report the thicknesses of the deck plating and stringer as .375, whereas according to the Builders' plans the thicknesses are .31.

It is submitted that the scantlings as indicated on the Builders' plans, being generally below the Rule requirements, are only such as could be recommended to the Committee ^{for approval} in conjunction with an increased freeboard to be assigned.

The plans now received should be forwarded to the Port Said Surveyor for his information in dealing with the case, and he should be advised as regards the scantlings of the vessel as above, and requested carefully to ascertain the actual scantlings from the vessel, and report thereon on a First Entry Form.

If the figure 1 is desired, the equipment should be in accordance with the Requirements of Table 31 of the Rules for the equipment letter "x," or equivalent thereto.

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