

REPORT of SURVEY for REPAIRS, &c.

No. 209 Survey held at Genoa Date, first Survey 18.1.76 Last Survey 20.6.76 1876
 on the S.S. "Moncalieri" ex "Thetis" in 1866 Register Book Master Scot

TONNAGE under Tonnage Deck 482.58 Built at Greenock When built 1857
 Ditto of Spar Deck, or Awning Deck 29.99 Owners Rubattino & Co Port belonging to Genoa
 Ditto of ~~Deck~~ Raised Qr. Dk. 36.82 Residence Piazza Marini, Palazzo Croce, Genoa
 Ditto of Houses on Deck 26.98 By whom built Scot Destined Voyage —
 Gross Tonnage 576.37 If Surveyed Afloat or in Dry Dock In Dry Dock, Ship & afloat
 Crew Space, as per Rule 29.32
 Register Tonnage, out on Beam 547.05
 Engine Room 126.15
 Reg. Tons as St' mer, out on Bm. 420.90

Length of Poop — ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck 61 ft. Years assigned 9 Character in Register Book A.1. (expired)
 Last Survey, No. 2650 Port Iron Ship omitted 12.6.76

REPAIRS, OR EXAMINATION AS PER RULE Repairs &c.

The vessel has been examined in dry dock, the whole of the ceiling has been removed throughout the vessel, rivets, plates of keel & flat of bottom examined as well as the frames, stringers, hooks, floor plates, keelsons, engine & boiler bearers, ends of beams, watertight bulkheads & inner surface of the plating; all oxidation removed from every part; the planksheer & waterways scraped bright, and the thickness of plating ascertained by drilling. The following were found defective through oxidation &c, and have been renewed with proper materials:— Seven outside plates forward on starboard side and the same number on the port side; twelve floor plates & reverse bars under boilers, and where the frame bars were found a little defective, the frames were doubled; twelve outside plates in wake of coal bunkers

Present Condition of the			
Decks	good, new now	Treenails Rivets	good
Waterways	good	Breasthooks and Stenson	good
Comings	good	Transoms, Pointers, and Crutches	good
Upper Deck Beams & Fastenings	good	Timbers of the Frame at the openings	good
Lower Deck Beams & Fastenings	good	Ditto Ditto at other places	good
Planksheers	good	Keelsons	good
Sheerstrakes	good	Clamps and Shells	good
Topsides	good	Ceiling	good
Wales	good	Rudder	good
Plating (Bottom) and Counter	good	Copper	new When put on now
Engine Room Skylights	good	Caulking of	
General Observations, Opinion as to Class, &c.		Bottom, Deck, & Waterways	good
		Coal Bunker, Openings, Lids, &c.	good
		Scuppers	good
		Cargo and Main Hatchways	good
		Hatches	good
		new Windlass and Capstan	good
		Pumps	good
		Boats	good
		Masts, Yards, &c.	good (new)
		Condition, how ascertained	examination
		Sails	good & sufficient
		Anchors No. of	3 B. 1 S & 1 K
		Cables	210 fathoms
		Hawsers and Warps	good & sufficient
		Standing & Running Rigging	good

We are of an opinion after considering the scantlings shown on the enclosed sheets, giving the comparison of scantlings in the vessel & those required by the Rules, that, this vessel is eligible to be classed 90 A.1. with the mark S.S. N: 3-76.

The Amount of Entry Fee ... £ 5 : 0 : 0 received by me, J. Dodd
 Special ... £ 7 : 0 : 0 July 1876
 Certificate (if required) ... £ — : 5 : 0
 (Travelling Expenses, if any, £ 10/-)
 Committee's Minute 18 July 1876
 Character assigned 90 A
 Note to Surveyor S.S. N: 3-76
 as to figures 18/7/76

J. Dodd
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 Figure of Condition of the Boiler & machinery stayed as per copy of letter dated 18/7/76
 Signed & stamped as per copy of letter dated 18/7/76
 Lloyd's Register of British and Foreign Shipping

[The Surveyors are requested not to write on or below the space for Committee's Minute.]

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bunkers on each side above bilges have been renewed; the stringer plates on each side also in wake of coal bunkers the whole of the bulwark plates renewed all fore and aft, and those plates above sheerstrake round raised quarter deck have also been renewed.

Boiler bearers and part of engine bearers & coal bunkers renewed and rearranged. In the engine & boiler room on the clamp plate each side, double angle irons $3\frac{1}{2} \times 3\frac{1}{2} \times 7/16$ have been fitted, and at the height of the lower deck a stringer plate (in continuance of the lower deck stringer plate) $14" \times \frac{3}{4}"$ has been fitted to double angle irons $4\frac{1}{2} \times 3\frac{1}{2} \times 7/16$, with knees or brackets under attached to every other frame; and another double angle iron keelson has been added between the bilge keelsons and middle line keelson, having their ends turned up on the fore bulkhead and the foremost engine bearer.

The whole of the deck, except Raised Quarter Deck renewed with Pitch Pine; the waterway on Raised Quarter deck renewed each side, that round stern was found good and the masts & windlass have ^{been} renewed.

The vessel has been cemented all fore & aft including Engine & Boiler Room.

The vessel was slightly damaged forward in wake of forecastle on starboard side, by being run into, damaged & part removed & efficiently repaired, - two frames were broken & one plate indented. The forecastle has been made a little longer so that the tonnages are as above. In those parts which were found good no perceptible diminution in the sizes seems to have taken place.

The Boilers are new and the Engines have been repaired as will be seen by the Report & Certificate of Engines herewith attached.

From the enclosed comparison of scantlings in the vessel & those required by the Rules, we beg leave to recommend to the Committee that the vessel may be classed 90 A.

J. A. Whiffing
J. Dodd & Surveyors.



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Foundation