

3 Decks.

# IRON OR STEEL STEAMER.

Received at London Office. **MUN. 10 NOV 1902**

Date of completion of report 4<sup>th</sup> of Nov. 1902 Port of Genoa No. 2702  
Survey held at Muggiano d'Arcole Date, First Survey 21<sup>st</sup> February 1901 Last Survey 4<sup>th</sup> of Nov. 1902  
On the Steel S/S "Monviso" Rig fore and aft  
TONNAGE under) 4004.69 THREE DECKED VESSEL. Master S. Cremonini  
Tonnage Deck... )  
Do. between Tonnage Dk. )  
and 3rd and 4th Dk. )  
Total under Upper Dk. 4004.69 CLASS 100 A1 Steel Skutter Dk Year of appointment March 1902  
Do. of Poop )  
Do. of Bridge House )  
Do. of Forecastle )  
Do. of Houses on Dk. )  
Do. of cabins of Hatchways )  
Do. above (lower of )  
Engine Room )  
Gross Tonnage 4204.71 1st Number 223.2 Built at Muggiano d'Arcole  
Space 121.89 Length on deck from after part of stem to fore part of stern post 279.92 When built 1902 Launched 12.8.02  
Crown of )  
Room .. )  
FOR FEES.. 4082.82 2nd Number 279.92 By whom built Cantiere Navale di Muggiano  
e Room 1245.50 Proportions—Breadth to Length 6.86 Owners L. Capuccini & Co  
ation Spaces )  
Main Deck ditto 12.76 Depth to Length—Upper Deck to top of Keel )  
Destined Voyage N. Orleans If Surveyed while Building, Afloat, or in Dry Dock

FRAMING.		Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as	Inches per Rule Or as	20ths per Rule Or as	FORGINGS OR CASTINGS.		Inches in Ship.	Inches per Rule Or as Approved.
Angles, <u>7</u> Bars for $\frac{1}{2}$ length amidships	<u>6</u> $3\frac{1}{2}$	<u>10</u>	<u>6</u> $3\frac{1}{2}$	<u>10</u>				KEEL, Bar or Side Plates, depth and thickness	<u>10</u> $\times$ <u>2</u> $\frac{3}{4}$	<u>10</u> $\times$ <u>2</u> $\frac{3}{4}$	
$\frac{1}{2}$ at each end	<u>3</u> $\frac{1}{2}$	<u>9</u>	<u>3</u> $\frac{1}{2}$	<u>9</u>				STEM, moulding and thickness	<u>11</u> $\times$ <u>6</u>	<u>11</u> $\times$ <u>6</u>	
way of Double Bottoms at Solid Floors	<u>5</u> $\frac{1}{2}$	<u>8</u>	<u>5</u> $\frac{1}{2}$	<u>8</u>				STERN-POST for Rudder do. do.	<u>11</u> $\times$ <u>6</u>	<u>11</u> $\times$ <u>6</u>	
at intermdt. Bkts.	<u>24</u>	<u>7</u>	<u>24</u>	<u>7</u>				" for Propeller	<u>11</u> $\times$ <u>6</u>	<u>11</u> $\times$ <u>6</u>	
of Frames from moulding edge to ing edge, all fore and aft	<u>6</u> $3\frac{1}{2}$	<u>10</u>	<u>6</u> $3\frac{1}{2}$	<u>10</u>				MAIN PIECE of Rudder, diameter at head	<u>6</u> $\frac{1}{4}$ $\times$ <u>4</u> $\frac{1}{2}$	<u>6</u> $\frac{1}{4}$ $\times$ <u>4</u> $\frac{1}{2}$	
SED FRAME, Angles	<u>8</u>	<u>9</u>	<u>8</u>	<u>9</u>				" do. at heel	<u>6</u> $\frac{1}{4}$ $\times$ <u>4</u> $\frac{1}{2}$	<u>6</u> $\frac{1}{4}$ $\times$ <u>4</u> $\frac{1}{2}$	
FRAMING, depth of girder	<u>40</u>	<u>10</u>	<u>40</u>	<u>10</u>				RUDDER, how constructed <u>As approved</u>			
S, depth and thickness of Floor Plate at mid line for $\frac{1}{2}$ length amidships	<u>4</u> $4$	<u>9</u>	<u>4</u> $4$	<u>9</u>				Can the Rudder be unshipped afloat? <u>Yes</u>			
way of Engines and Boilers	<u>6</u> $3\frac{1}{2}$	<u>10</u>	<u>6</u> $3\frac{1}{2}$	<u>10</u>				KEELSONS & STRINGERS.			
ickness at the ends of vessel	<u>4</u> $4$	<u>9</u>	<u>4</u> $4$	<u>9</u>				CENTRAL LINE KEELSON, (vertical plates)			
pth at $\frac{1}{2}$ the half breadth	<u>6</u> $3\frac{1}{2}$	<u>10</u>	<u>6</u> $3\frac{1}{2}$	<u>10</u>				" Floor Plate			
eight extended at the Bilge	<u>4</u> $4$	<u>9</u>	<u>4</u> $4$	<u>9</u>				" Ball Plate			
S & BRACKETS in Cell Dble Bottoms	<u>3</u> $\frac{1}{2}$	<u>8</u>	<u>3</u> $\frac{1}{2}$	<u>8</u>				" Ball Plate, Intermedt. Keelson			
Distance apart	<u>24</u>	<u>7</u>	<u>24</u>	<u>7</u>				" Horizontal Plates on Floors			
E GIRDER, in Double bottom, depth and thickness	<u>40</u>	<u>10</u>	<u>40</u>	<u>10</u>				" Angles			
" Angles, Top	<u>4</u> $4$	<u>9</u>	<u>4</u> $4$	<u>9</u>				SIDE KEELSON, Angles			
" Bottom	<u>6</u> $3\frac{1}{2}$	<u>10</u>	<u>6</u> $3\frac{1}{2}$	<u>10</u>				" Ball or Plate above floor, for			
GIRDERS, number on each side & thickness	<u>3</u> $\frac{1}{2}$	<u>8</u>	<u>3</u> $\frac{1}{2}$	<u>8</u>				" Intermedt. Plate, for			
" Angles	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>				" Attached to outside Plating with Angle			
IN PLATE, depth (exclusive of flange) and thickness	<u>3</u> $\frac{1}{2}$	<u>8</u>	<u>3</u> $\frac{1}{2}$	<u>8</u>				BILGE KEELSON, Angles			
" Angles to Outside Plating	<u>32</u>	<u>11</u>	<u>32</u>	<u>11</u>				" Ball or Plate above floor, for			
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<u>8</u> $\frac{1}{2}$	<u>12</u>	<u>8</u> $\frac{1}{2}$	<u>12</u>				" Intermedt. Plate, for			
" in Engine and Boiler space	<u>8</u> $\frac{1}{2}$	<u>12</u>	<u>8</u> $\frac{1}{2}$	<u>12</u>				" Attached to outside Plating with Angle			
" Remainder in Holds	<u>8</u> $\frac{1}{2}$	<u>12</u>	<u>8</u> $\frac{1}{2}$	<u>12</u>				SIDE STRINGER Angles			
S, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>8</u> $\frac{1}{2}$	<u>12</u>	<u>8</u> $\frac{1}{2}$	<u>12</u>				" Ball or Intermedt. Plate, for			
Angles on upper edge	<u>24</u>	<u>7</u>	<u>24</u>	<u>7</u>				" Attached to outside plating with Angle			
Average space	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>				Upper Deck Stringer Plates, br'dth & thickness			
S, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>6</u> $3\frac{1}{2}$	<u>10</u>	<u>6</u> $3\frac{1}{2}$	<u>10</u>				" Angle on ditto			
Angles on upper edge	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>				" Tie Plates, fore and aft, outside Hatchways			
Average space	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Deck, * Iron or Steel, for			
S, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Wood Deck, Material & thickness			
Angles on upper edge	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				Middle Deck Stringer Plate, br'dth & thickness			
Average space	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Angles on ditto, No.			
IS, Hold, or Orlop, Plate or Tee Bulb	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Tie Plates, outside Hatchways			
Angles on upper edge	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Deck, * Material and thickness			
Average space	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Diagonal Tie Plates on Bulkheads			
IS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Deck, * Iron or Steel, for			
Angles on upper edge	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Wood Deck, Material & thickness			
Average space	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				Lower Deck Stringer Plate, br'dth & thickness			
IS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Angles on ditto, No.			
Angles on upper edge	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Tie Plates, outside Hatchways			
Average space	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Deck, * Material and thickness			
IS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				POOP DECK STRINGER PLATE, breadth & thickness			
Angles on upper edge	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Angle on ditto			
Average space	<u>7</u> $\frac{1}{4}$	<u>9</u>	<u>7</u> $\frac{1}{4}$	<u>9</u>				" Tie Plates			
LARS, In 'tween Deck, size and spacing	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Deck, Material and thickness			
" Hold	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				BRIDGE DECK STRINGER PLATE, br'dth & thickness			
" Quarter 'tween Dks.,	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Angle on ditto			
" in Hold	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Tie Plates			
FRAMES, In Fore Body, No. and spacing	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Deck, Material and thickness			
" br'dth & thickness	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				FORECASTLE DECK STRINGER PLATE, br'dth & thickness			
No. of Side Stringers	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Angle on ditto			
B-FRAMES, In E. & B. Space, No. & spacing	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Tie Plates			
" br'dth & thickness	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				" Deck, Material and thickness			
WEB FRAMES, In After Body, No. and spacing	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				BULKHEADS.			
" br'dth & thickness	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				Number, Thickness, Horizontal, Vertical, Single or Double Frames, Height up.			
No. of Side Stringers	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				In Vessel, Per Rule.			
" Size of Angles or Tee Bars to Web-Frames	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				6 6 7			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>				9 2 1/2 48 7 2 3/4 30 20 1/2			



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.	BUTTS.									
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	RIVETS.		STRAPS.		IF LAPPED.		Diam.	Spacing or to cr.	Breadth.	Thickness.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.				Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.				
FLAT PLATE KEEL.....	36	19	16	12	36	19	Double	6	1	4	Double	1	3 1/2	19	16	23			
GARBOARD OR A Strake ...	36	14	12	12	36	14	"	6	1	4	"	1	3 1/2						
State actual thickness in way of Double Bottom.	B	54	11	9	11	11	"	5 1/2	7/8	3 1/2	"	7/8	3 1/2						
C	46	12	9	14	12	12	"	"	"	"	"	"	"						
D	54	11	9	11	11	11	"	"	"	"	"	"	"						
E	46	12	9	12	12	12	"	"	"	"	"	"	"						
F	54	12	9	12	12	12	"	"	"	"	"	"	"						
G	38	13	10	10	13	13	"	"	"	"	"	"	"						
H	46	12	10	10	12	12	"	"	"	"	"	"	"						
J	39	12	9	9	12	12	"	"	"	"	"	"	"						
K	46	11	9	9	11	11	"	"	"	"	"	"	"						
L	44 1/2	12	9	9	12	12	"	"	"	"	"	"	"						
M	52	12	9	9	12	12	"	"	"	"	"	"	"						
Sheerstrake	N	44	14	13	10	10	44	14	"	6	1	4	11	1	3 1/2	19	18		
O	43	9	9	9	9	9	"	5 1/2	3/4	3	"	3/4	3			14	11		
P	51 1/2	9	9	9	9	9	"	4 3/4	3/4	3	"	3/4	3			14 1/2	13		
Q																			
R																			
Double of Flat Plate Keel at Ends of Bilges and of Sheerstrakes of Strake below	20	10			20	10													
POOP SIDES	7				7														
BRIDGE SIDES	10	9			10														
FORECASTLE SIDES	7				7														

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, &c. *The Glasgow & Martin Siemens Steel Co. Ltd. Glasgow, Scotland.*

Has the Steel been tested as required by the Rules? *It has*

Upper Deck (Butts, treble riveted for *Whole* length amidship.  
Stringer Plate (Straps, single, double or overlapped for *Whole* length amidship.  
Middle Deck (Butts, treble riveted for *Whole* length amidship.  
Stringer Plate (Straps, single, double or overlapped for *Whole* length amidship.  
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *treble*  
Inner Bottom Plating, riveting of Edges *Single* Butts *Double*  
Centre Girder Butts, *treble* riveted *Keelson Butts* riveted.  
Frames, riveted through Plates with *7/8* in. Rivets, about *6*" apart.  
Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length from *Margin Plate* to *Upper and Shelter Decks*  
REVERSED FRAMES on floors and frames extend from *Centreline to Margin plate Double in E and B Spaces and in fore part of Vind and from M. Plate to Above Up to Stringer amidship and in fore and present to top and fore part of Stringer amidship*

MASTS, SPARS, &c.										ANCHORS.									
LOWER MASTS.....	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		Makers.	Where and when tested and Superintendent.		Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Table 22.
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.								
Fore .....	<i>Steel</i>	<i>66 1/2</i>	<i>23 1/2</i>	<i>18 1/8</i>	<i>15</i>	<i>14</i>	<i>Two</i>			<i>Single</i>	<i>treble</i>	<i>Hartshorne</i>	<i>Netherton 2-8-</i>						
Main .....	<i>Do</i>	<i>69</i>	<i>23 1/2</i>	<i>18 1/8</i>	<i>15</i>	<i>14</i>	<i>Do</i>			<i>Do</i>	<i>Do</i>	<i>Do</i>	<i>11-8-02</i>						
Mizen .....													<i>Lt Green</i>						
Topmast, Tards and Remainder of Spars																			
Rigging, Material and Size, Shrouds	<i>Steel Wire, 3 1/2"</i>																		
Sails.	<i>One</i>	Suit of <i>Canvas</i>																	
Stays	<i>Steel Wire, 4"</i>																		

EQUIPMENT No. 33519 LETTER V										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
47616	1st Bower	48	2	21				41	11	3	14	47	2	0	<i>Stockless</i>	<i>Hartshorne</i>	<i>Netherton 2-8-</i>		
47615	2nd "	46	0	7				39	19	0	7	47	2	0	<i>"</i>	<i>"</i>	<i>11-8-02</i>		
47622	3rd "	32	2	23	8	1	0	30	13	3	0	32	1	0	<i>Ordinary</i>	<i>"</i>	<i>Lt Green</i>		
	Collective weight	127	1	23								127	1	0					
24014	Stream	11	3	5	2	3	23	13	12	2	0	11	2	0	<i>Ordinary</i>		<i>Tipton 8-3-02</i>		
24013	Kedge	5	3	0	1	3	5	8	0	2	14	5	3	0	<i>"</i>		<i>CE Perrins</i>		
47634	Kedge	6	3	17	1	2	13	8	5	0	0	<i>Not required</i>			<i>"</i>	<i>Hartshorne</i>	<i>Netherton 11-8-02</i>		

CHAIN CABLES.										HAWSERS AND WARPS.						
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Table 22.		
				Supplied.	Per Table 22.											
23090	270	2	72.000 100.160	544.1 23	78.20	270-2	Steel Lark	---	Tipton 31.1.02 CE Perrins	POWLINE	120	4	33	120 90 4'		
										HAWSER	2	90	8 1/2	290.8 1/2		
										WARP	2	90	8	290.8		
Iron Stream Chain or Steel Wire ...	90	4 1/2	39			90.4 1/2										

Boats *No. 4*  
Pumps, Number *2* Diameter of Barrel *4 1/2* State whether they are in efficient working order *Yes*  
Windlass is *to be driven from all 4 pumps*  
Engine Room Skylights. How constructed? *As approved*  
What arrangements for deadlights in bad weather? *Steel top with Pulls*  
Coal Bunker Openings. How constructed? *State Corrugated* How are lids secured? *bolts and nuts* Height above deck? *16"*  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Not necessary*  
Ceiling in Holds, thickness and material *White Pine 2 1/2* Ceiling 'tween Decks, thickness and material *White Pine 2 1/2*  
Cargo Hatchways. How formed? *As app. Plate Cranking* Hatches, If strong and efficient? *Yes*  
State size No. 1 Hatch (Forward) *26'* No. 2 Hatch *24'* No. 3 Hatch *24'* No. 4 Hatch *20'*  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 web to No. 2 and 3 and 1 to the other*  
No. of Breasthooks *4* No. of Crutches *2*  
Bulwarks, height above deck and description *Port Plates and Stanchions* Main Rail, material and size *port Special Piling*  
The above is a correct description.  
Builder's Signature *J. C. Baggin* Surveyor's Signature *J. C. Baggin*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



