

IRON OR STEEL SHIP.

(Received at London Office)

88
JUNE 1899

No. 88 Survey held at *Stockholm* Date, First Survey 8th Nov 1889 Last Survey 10th June 1899
On the *Steel Screw Steamer "Monticello"* Rig *Schooner*
Tonnage under 1028.19 ONE, OR TWO DECKED, THREE DECKED VESSEL,
Spar, OR, AWNING-DECKED VESSEL.
Half Breadth (moulded) 17.42
Depth from upper part of Keel to top of Upper Deck Beams 18.97
Girth of Half Midship Frame (as per Rule) 32.33
1st Number 68.72
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 274.5
2nd Number 18.863
Proportions—Breadth to Length 7.8
Depths to Length—Upper Deck to Keel 14.4
Main Deck ditto 14.4
Master *Pepper*
Year of appointment (1) As master in service of owner of present vessel:—18
(2) As master of this vessel:—18
Built at *Stockholm*
When built 1890 Launched 7th Jan 1890
By whom built *Richardson, Dick & Co*
Owners *J. Wilson, Esq & Co*
Managers
(If desired to be entered in Reg. Book)
Residence *Hull*
Port belonging to *Hull*
Destined Voyage *Continental*
If Surveyed while Building *Afloat, or in Dry Dock.*

LENGTH on deck as per Rule 274 6 BREADTH—Moulded 34 10 DEPTH top of Floors to Upper Deck Beams 20 2
Do. do. Main Deck Beams 15.6
Dimensions of Ship per Register, length, 276 breadth, 35 depth, 23.2
Power of Engines 230 N° of Decks with flat laid 3
N° of Tiers of Beams 3

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2	9 1/2	Flat Keel Plates, breadth and thickness	36	16
STEM, moulding and thickness	9 1/2	9 1/2	PLATES in Garboard Strakes, breadth & thickness	12	36
STERN-POST for Rudder do. do.	9 1/2	9 1/2	From Garboard to upper part of Bilges	10 1/2	10 1/2
" " for Propeller	9 1/2	9 1/2	Of d'bling at Bilge, or increased thickness, and length applied	10 1/2	10 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	From up. prt of Bilge to l. edge of Sh'rstrake	10 1/2	10 1/2
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2	3 7	Main Sheerstrake, breadth and thickness	4 1/2	13
Do. for 1/2 at each end	4 1/2	3 6	Of d'bling at Sh'stk. & lng. applied	3 1/2	4 1/2
REVERSED FRAMES, Angle Iron	3	3 7	From M'n. to Up. or Spar Dk. Sh'rstrake	8	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36	6 1/6	Up. or Spar Dk Sh'rstrake, brdth & thickn'ss	8	8
" thickness at the ends of vessel	36	6 1/6	Butt Straps to outside plating, breadth & thickness	3 1/4	19 1/2
" depth at 3/4 the half-bdth. as per Rule	36	6 1/6	Lengths of Plating	7	Span
" height extended at the Bilges	36	6 1/6	Shifts of Plating, and Stringers	46	46
BEAMS, Upper, Spar, or Awning Deck	6 1/2	3 8	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	33	8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2	3 8	Angle Iron on ditto	4 1/4	4 1/4
Angle or double Angle Iron on Upper edge	46	46	Tie Plates fore and aft, outside Hatchways	13	8
Average space	46	46	Diagonal Tie Plates on Beams No. of Pairs	3	3
BEAMS, Main, or Middle Deck	6	3 8	Flat of Up., Spar, or Awning Dk.	3	3
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	3 8	How fastened to Beams	3 1/2	12
Angle or double Angle Iron on Upper Edge	23	23	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	39 1/2	12
Average space	23	23	Is the Stringer Plate attached to the outside plating?	Yes	
BEAMS, Lower Deck	8 1/2	8 1/2	Angle Irons on ditto, No. 2	4 1/4	4 1/4
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	Tie Plates, outside Hatchways	13	9
Angle or double Angle Iron on Upper Edge	3	3 7	Diagonal Tie Plates on Beams, No. of pairs	2 1/2	3 1/6
Average space	46	46	Flat of Middle Deck* do. do.	2 1/2	3 1/6
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates	36	9 36	How fastened to Beams	33	9
Rider Plate	36	9 36	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33	9
Bulb Plate or Intercoastal Keelson	36	9 36	Is the Stringer Plate attached to the outside plating?	Yes	
Angle Irons	36	9 36	Angle Irons on ditto, No. 2	4 1/4	4 1/4
Double Angle Iron Side Keelson	36	9 36	Stringer or Tie Plates, outside Hatchways	13	9
Side Intercoastal Plate	36	9 36	Flat of Lower Deck*	2 1/2	2 1/2
do. Angle Irons	36	9 36	Ceiling betwixt Decks, thickness and material	2	2
Attached to outside plating with angle iron	36	9 36	" in hold do. do.	2 1/2	2 1/2
LGE Angle Irons	5 1/2	4 9	Main piece of Rudder, diameter at head	7	7
do. Bulb Iron	5 1/2	4 9	do. at heel	3 1/2	3 1/2
do. Intercoastal plates riveted to plating for 1/2 length	10	9 10	Can the Rudder be unshipped afloat?	Yes	
LGE STRINGER Angle Irons	10	9 10	Bulkheads No. 5 No. per Rule 4		
Intercoastal plates riveted to plating for 1/2 length	10	9 10	" Thickness of	6/20	
BE STRINGER Angle Irons	10	9 10	" Height up	Main + Awning Decks	

FRAMES extend in one length from *Keel* to *Cumrah* Riveted through plates with 7/8 in. Rivets, about 6 apart.
REVERSED ANGLE IRONS on floors and frames extend from middle line to top of Iron on the Angle and to Aw. Dr. String alternate
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
TING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/6 ins. from centre to centre.
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2 1/2 thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/6 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, 6 Crutches, 49
description of *Iron* is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? *Angles & Bulbs, Dorman*
facturer's name or trade mark, *Long & Co. Plates Iron Steel & Co.* *Iron Plates & Steel Strakes*
above is a correct description.
er's Signature, *Richardson, Dick & Co* Surveyor's Signature, *W. J. Wilson*
Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs and plates solid single pieces? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *Only a few*

Masts, Bowsprit, Yards, &c., are *in good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Foremast 79' 4" x 21" dia. Mainmast 86' x 21" dia. 2 Plates in the band 5/16 thick to 5/16 at Head & heel. Single riveted. Butty brack & dmt. Materials tested in accord with the Rules.*

Number for Equip-ment 21220	CABLES, &c.		Test per Certificate Tons.	Fathoms & Inches per Fathom.	Machine where Tested and Name of Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested and Name of Maker.
	Number of Certificate.	Fathoms.								
Letter for do. 9	5937.6017	270	1 1/4	57 1/4	71 3/4	270 1 1/4	11817	37.2.21	34.6.1.0	34.2.21
SAI LS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality	Iron Steam Chain	75	1 1/4	20 3/4	30 3/4	75 1 1/4	11816	33.0.0	30.17.2.0	34.2.21
	Hempen Str'm Cable	90	3 1/2	26 1/2	3 1/2	90 3 1/2	11818	31.0.0	29.2.7.0	29.2.1/2
	TOWLINE—Hemp or Steel Wire	90	9			90 9	11819	31.0.0	29.2.7.0	29.2.1/2
	Hawser	90	7 1/2			90 7 1/2	11820	31.0.0	29.2.7.0	29.2.1/2
	Warp	90	7 1/2			90 7 1/2	11821	31.0.0	29.2.7.0	29.2.1/2

Standing and Running Riggings *W. H. & Co.* sufficient in size and *Good* in quality. She has *4* Long Boat and *3* others
The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Iron & Lead* How secured in ordinary weather? *Bolted*
What arrangements for deadlights in bad weather? *Dead light*
Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Clatched* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open Bulwarks*
Cargo Hatchways.—How formed? *Iron* Hatches, If strong and efficient? *Yes*
State size Main Hatch *19ft 2 x 11ft* Fore hatch *11ft x 9ft* 2 Quarterhatches *19ft 7 x 9ft + 17ft 3 x 9ft*
If of extraordinary size, state how framed and secured... *Ordinary size* What arrangement for shifting beams? *Not stated*

Date for Special Survey No. *1403* 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date *28th Sep 1889* 2nd. On the plating during the process of riveting
Order for Ordinary Survey No. *18* 3rd. When the beams were in and fastened, and before the decks were laid...
Date *28th Sep 1889* 4th. When the ship was complete, and before the plating was finally coated or cemented...
No. *371* in builder's yard. 5th. After the ship was launched and equipped
State dates of letters respecting this case *Sept + 20th Sept 1889. 3rd, 12th, 22nd Oct 1889. 2nd, 5th, 7th, 21st, 23 Nov, 1889. 11th Dec 1889 + 26th March 1890.* Total No. of Visits *4*
General Remarks (State quality of workmanship, &c.)

Built under special survey & accommodation with the Rules & the general arrangement in conformity with the Plans submitted & approved by the Committee & the material & workmanship are good.
Double bottom tested by a head of water equal to the height of the broad beam found satisfactory. Peak tank also tested in accordance with the Rules & found good together with the tunnel.
A lead line has been marked upon the vessel's sides as assigned by the Committee as per Surveyor's letter of the 5th Dec 1889 & as per Broadleash Report also 66 as follows Winter 9ft 10. Summer 9ft 7. Fresh water mark above Centre of Disc 4 inches

How are the surfaces preserved from oxidation? Inside *Portland Cement Paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *ft.*, R.Q.D. *ft.*, Bridge Dk. *ft.*, Forecastle *ft.*; No. of Dks. (excluding spar, awn, &c.) *5*
Material of dks. *at spar, awn, dk., &c. Iron* Material of spar, awn, dk., &c. *Iron* No. of tiers of beams (with and without dks. laid) *5*
Official No. *95834*; Signal Letters *LSFR*. If double bottom, state particulars on separate form.
I am of opinion this Vessel should be Classed *100 A 1*. *One Iron Deck*

The amount of the Entry Fee *£ 4* : is received by me, *RAS*
Special *£ 66* : 18 : 6 *12.6.1890*
(to be sent on per margin). Certificate ...
Travelling Expenses (if any, £) ...
Committee's Minute *TUES 1 July 1890*

Character assigned *100 A 1 Steel awn*
Larch
2 oaks 1 dk + 9th 10
subject awn dk 10th 1/2
fresh water

Continuation of Report No. *88* dated *88* on the *88*
of *Broadleash*
Steel Screw Steamer "Mountbello" *Prof Richardson*
Duck 16° No 371.

Supplementary Report on *Electric lighting.*
This vessel is fitted with a slow speed (Woodley) *Dynamo* Engine combined 300 revolutions + 65 Volts.
Passenger accommodation Engine Room, Holds & *Twelve* Decks, Mast Head & Side Lights—*in all* 162 lamps of 16 Candles power each.
Four Circuits—*all* in one Switch Board & Engine Room, *two* sub- of 7.14 Copper Cable + *two* sub- of 7.18. Every lamp is fitted with a fuse attached to the junction of each one & each lamp has a separate switch with a cut out attached.
The insulation is of the latest improved, inside cotton, with rubber & third asbestos &c. P with tarred tarine woven in & lastly cased in double grooved wood with one inch space between each row & two inches between each cable.

14/6/90
CR

REPORT ON MACHINERY.

Date, first Survey

Last Survey

Name

Light built

By whom built

When made

By whom made

When made

By whom made

Last Survey



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