

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4/7/18 1918. When handed in at Local Office 4/7/18 1918. Port of London.  
 No. in Survey held at London. Date, First Survey 4<sup>th</sup> June 1918 Last Survey 7<sup>th</sup> June 1918  
 Reg. Book 1390 on the Wood, Iron or Steel S.S. "Montebello" Master Earle, C. Ld.

1448

TONNAGE:-  
 GROSS 4324. Built at Hull By whom Earle, C. Ld. When 1911 - 11  
 UNDER DK. 4144. Owners Ullmann's Wilson Line Ld. Port belonging to Hull.  
 NET 2770. Owners' Address (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? afloat Name of Dock Millwall Destined Voyage   
 WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 80567 Port London

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100-A-1</u> <u>10-15</u>		<u>L.M.C.</u> <u>12-15</u>
<u>Examined 2-18</u>		<u>7-5-1-15</u>

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated), should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)  
 Society's Freeboard (if assigned) as painted on Ship and now verified                      ft.                      ins.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined?  Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 1 (advanced)  
 (See London Report No. 80567)

The portion of No. 2 hold used as a reserve bunker examined, steel work good but needs scaling, recasting and again examining, the portion of No. 2 tank in way of this hold (ceiling lifted) tested, the bilges in way need scaling, recasting and again examining, the No. 3 tank under engines and boilers tested, the after peak tank examined internally, the fore peak cleared and examined, the masts, spars,

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed .....								
Removed and Faired or Repaired .....								
Faired or Repaired in place .....								

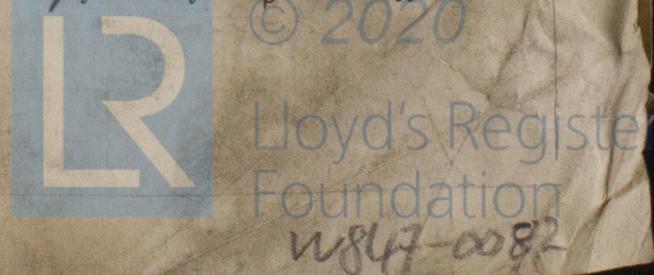
PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.
Decks <u>pt ex good</u>	<u>pt ex good</u>	<u>good</u>	<input checked="" type="checkbox"/> (State if on Fell.) When put on, Month <u>                    </u> Year <u>                    </u>
Caulking of Decks	<u>after peak only</u>	<u>pt ex good</u>	Boats <u>good</u>
Waterways	<u>No. 3 only</u>	<u>good</u>	Masts, Yards, &c. <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	Condition, how ascertained <u>examined</u> (State if wedges removed) <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	Sails <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	Equipment letter <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	Anchors, No. of <u>5</u>
Waterways	<u>                    </u>	<u>                    </u>	Cables (State if now ranged) <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	" length <u>                    </u> size <u>                    </u> (on board)
Waterways	<u>                    </u>	<u>                    </u>	" Rule length <u>                    </u> size <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	Hawser & Warps <u>                    </u>
Waterways	<u>                    </u>	<u>                    </u>	Standing & Running Rigging <u>good</u>

### General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."  
This vessel in my opinion is eligible to remain as classed without fresh record of survey the notation of S.S. No. 1 being deferred until completion of survey and the indented shell plates being dealt with at the first favorable opportunity.

Survey Fee (per Section 28)                      £ Fees applied for,                      £  
 Special Damage or Repair Fee (if any) (per Sec. 29)                      £ Received by me,                      £  
 Travelling Expenses (if chargeable)                      £  
 Second Surveyor's Fee (if any)                      £

Committee's Minute                       
 Character Assigned Deferred for Compl. No. 1  
 FRI 12 JUL 1918  
 Harry C. Jarrar  
 Surveyor to Lloyd's Register of Shipping



yes

Is Certificate required? If so, to be sent to

rigging, general equipment, mundlass, watertight doors and main deck hatches examined.

To complete S.S. No. 1: the framing etc in holds require to be sealed in parts and the whole recoated, all bunkers to be examined, the portion of No. 2 hold used as a reserved bunker to be examined after being sealed & recoated, the bulges in way of No. 2 tank in way of this hold to be examined after being sealed and recoated, after peak tank to test and top to be examined, all double bottom tanks to be examined internally, steam steering engine and its connection, steering rods, chains, blocks, rudder quadrant, tillers, steering gear pumps and doubling plates under sounding pipes to be examined and freeboard to verify.

Nothing done to the indented shell plating on port bow (see London Rpt 80567)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.		Length.	Diam.					
						Fathoms.	Ins.			Tons.				Tons.
Iron Stream Chain or Steel Wire...														

It is stated the S.S. No. 1 will be completed at the earliest opportunity.

A riveted doubling plate fitted over a fractured tank top plate in No. 1 hold on starboard side, tank top tested, good.

Navy G. Jarrar

3.3.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9.  
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