

REPORT of SURVEY for REPAIRS, &c.

6 NOV 1891 No. 16.296

Writing Report 4th Nov 1891 When handed in at Local Office 5 Nov 1891 Port of Chunderland
Survey held at Chunderland Date, First Survey Sept. 8th Last Survey October 24th 1891
Dock 876 on the Screw Steamer Lebanon (No. of Visits 14) Master J. H. Westcott 90. 90
Tonnage:— Built at Middlesbrough By whom Backhouse & Son When 1870. 6
Gross 905 Owners Treas & Son Port belonging to London
Net 714 Owners' Address
Surveyed Afloat & in Dry Dock? Name of Dock Bridge Dock Destined Voyage London
B= DBa tons; f tons; uE&B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT tons; APT tons; MT tons.

Last Survey, No. 51604 Port Lon

Periodical Surveys, when held, must be reported in detail and serially 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be fully stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if State also the dates and initials of any letters respecting this case.

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.D., if any).
For Special Survey, Date of last Survey and of Periodical Surveys.	2.91	13.8.7-89
5 th Survey 9-86		
Society's Freeboard (if assigned) as painted on Ship and now verified	2 ft. 2 1/2 ins.	

AIRS, OR EXAMINATION AS PER RULE, FOR 6th Survey. New bilge and machinery bottom examined in dry dock and has been scraped and coated Wood ceiling all lifted and tanks tested by water pressure to Rule requirement and found satisfactory. Cementing examined and repaired in 8 & 13 space. Inside of vessel sealed and painted from stem to stern. Bunkers cleared, ceiling lifted, sealed and painted. Cables ranged Mast spars and general equipment in good order. Rudder lifted.

The following repairs have been now done. Eight new reverse bars fitted under boilers. All reverse bars renewed in side bunkers up to height of main deck. One side girder on each side entirely renewed with plates and angles for length of boiler space. Centre keelson rider plate renewed for about twenty feet. New bilge seatings fitted. Lower deck stronger plates fitted with 6 1/2 x 38 built iron on inner edge. Bulkhead at fore end of bilge room

REPAIRS	Plates, Fair'd or Repaired	Frames, ditto	Plates, Renewed	Frames, ditto	Other Repairs
Transoms, Pointers, & Crutches	Done				
Timbers of Frame at the openings					
Ditto ditto at other places					
Keelsons					
Clamps, Shells & Stringers					
Salting					
Ceiling					
Cement or Asphalt (State which.)	Portland				
Tanks (State if now tested.)	Tested				
Caulking of Bot'm, D'k, & Wat'rw'ys					
Copper, or Y.M. (State if on felt.) When put on, Month					
Rudder	Done				
Windlass & Capstan					
Pumps					
Engine Room Skylights					
Coal Bunker, Open'gs, Lids, &c.					
Scuppers					
Cargo & Main Hatchways					
Hatches	Done				
Boats					
Masts, Yards, &c.					
Condition, how ascertained	Examined				
Sails	Done				
Anchors No. of	3 B. 15. 2 K.				
Cables, length	300 size 1 9/16				
(State if now ranged)	Yes				
Hawsers & Warps	Done				
Standing & Running Rigging	Done				

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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and pEND91, &c."

This vessel has been examined for 6th Special Survey and is now in a sound and efficient condition and in my opinion eligible to remain be Classed and recorded in the Register Book as
A.1.1 6th Survey Sld. 11.91
Survey Fee (if chargeable) per Scale II, Sec. 22 £ : : Fees applied for, 18
Survey Fee (per Section 28) £ 6 : 6 :
Special Damage or Repair Fee (if any) (per Sec. 28.) £ : :
Wellington Expenses (if chargeable) £ : :
and Surveyor's Fee (if any) £ : :
Certificate now required?
Received by me, William L. Sharpe
28/12/1891
25/12/91
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned TUES. 17 NOV 1891
A.1.1 in Reg
Sixth Survey 10/91
Lloyd's Register Foundation
SLD 978-0115 1/2

Round wasted at lower portion has been renewed and made good.
 Hold beam at after end of main hatch has been fitted with half round
 irons on upper edge. Centre keelson ridge plate found badly worn and
 under main and fore hatch has been renewed for length of hatch.
 The keelson frames at main hatch and fore hatch in lower hold
 were found to be considerably worn as compensation for this
 three web frames have been fitted abreast of main hatch and
 one in centre of fore hatch 15 inches deep & 3/8 thick, with angles connecting
 same to main deck stringer plate. New boiler hatch crampings have
 been fitted to Bridge & main deck. The tie plate on bridge deck next
 to fidley casing has been fitted with an angle on the outer edge and
 space filled in with cement in line of wood.

Bridge deck renewed over boiler about 200 feet
 Main deck renewed over boiler about 170 feet. Nearly the whole
 of hold ceiling in main hold renewed. Ceiling in after hold
 repaired. Two new steam cranes fitted, with new beds, the
 deck under these cranes has been renewed.

This Vessel has not been drilled to ascertain thickness
 of plating on this occasion as she was drilled on 17th Nov 1890
 when she was examined for freeboard by Mr Edwards
 The thickness of stem strake and one strake at bilge have been checked
 and found to agree with report dated 17th November 1890 on which
 details of drillings are all given Report No. 15819 Feb^d Rept-5876

William L. Sharpe

