

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th March 27 When handed in at Local Office 19th March 27 Port of Rio de Janeiro

No. in Survey held at Rio de Janeiro Date, First Survey 19th Jan. Last Survey 9th Feb. 1927

Reg. Book. Supp 89457 on the Wood, Iron or Steel/Sc P/B "LEBURY"

TONNAGE:- Built at Southampton By whom J.I. Thornycroft & Co Ltd. When 1926

GROSS 480 Owners Cia Cantareira e Viacao Fluminense Port belonging to Rio de Janeiro.

UNDER DE 472 Managers Leopoldina Railway Co Ltd Destined Voyage Harbour service

NET 216 Surveyed Afloat or in Dry Dock? Both Name of Dock Labmeyer Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. For Harbour service

Last Report, No. 12663 Port Lou

(Periodical Surveys, when held, must be reported in detail and verbatim 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.

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 damage sustained owing to heavy weather encountered on the 14th December 1926 and 7th January 1927 whilst on a voyage from Southampton to Rio de Janeiro, also further damage sustained on the 15th January 1927 during a wind storm at this port, when the vessel dragged her anchor and collided with the steamer "Svenborgsund". Heavy weather damage: found the fender chock on the port forward end of the vessel missing and the one on the starboard side set over and started, the seams of the upper and main deck planking started in various places all fore and aft, two plate glass windows on the starboard side amidships cracked across, 7 port light glasses cracked, 24 glazed tiles in the lavatories cracked, the joints of the scupper pipes on each side in way of the lavatories leaking, the electric light fittings damaged by sea water and the varnish and polish on on the deck fittings etc. damaged. Collision damage: One boat davit on the starboard forward end bent and the end plank of the awning deck broken and splintered. Repairs carried out: the missing

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Obing. Plates under Sounding Pipes	Copper, or T.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Deck)
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Coamings	Ceiling	Scuppers	Boats
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Rudder	Hatches	Condition, how maintained
Breasthooks	Steering gear and its connections	Planking of Wood Vessels	(State if repairs removed)
Transoms	Windlasses	Caulking	Sails
Frames	Have Pumps now been examined and found efficient?	Tree-nails	Equipment letter
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of
Longitudinals	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Grates ditto	Cables (State if new ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	" length size
Floors		Ditto ditto at other places ditto	" (on board) size
Keelsons		Stringers, Clamps & Shells ditto	" Rigs length size
Stringers		Salting (State if examined.)	Hawser & Warps
Inner Bottom Plating			Standing & Running Rigging

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptn24, &c."

This report is sent for the information of the Committee, as the Owners do not wish to continue the class of the vessel.

Survey Fee (per Section 29) .....	£	Fees applied for, 10/3/ 1927
Special Damage or Repair Fee (if any) (per Sec. 29) .....	£ 600\$000	Received by me, 15/3/ 1927
Travelling Expenses (if chargeable) .....	£ 100\$000	
Second Surveyor's Fee (if any) .....	£	

Committee's Minute Character Assigned Omit class on reprint of R.B. H. E. Imman Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation



The Owners state they do not wish to continue the class of the vessel.

## ANCHORS.

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

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.