

is to certify that A. J. Matheson, the undersigned Surveyor
his Society, did at the request of Messrs Edward Cooper & Son,
Agents, Montevideo, and of the Owners' Representatives Survey
Steamer "Leamington" of London, 3038 tons net register for
purpose of ascertaining the nature and extent of damage
sustained to the rudder on a voyage from Buenos Aires,
to Glasgow, and first discovered on the 18th May, 1920

For further particulars see log books
on examination as the vessel lay afloat in Montevideo
about on the 21st May, 1920 and subsequent dates the
designated Surveyor found as follows:- the plate was very
buckled, cracked over three inches in way of the upper
fractured over four feet in way of the third arm from the top,
about eight inches long at upper edge of the third arm, a crack
about six inches long at lower edge of third arm; the arms were not
the main piece was twisted in four places and bent
in three places; the rudder stock was also out of truth; the six
bolts were loose in the main piece; the five upper pintles were
secured by white metal which was loose, cracked and broken;
locking pintle was slightly bent at neck of cone; the upper
wood bush was cut and broken; the four nest wood bushes,
lower keel brace bush of steel, the braces, stem and rudder posts,
propeller were reported by a Diver to be in good order.

Undersigned Surveyor recommended that:- a Diver
employed. The hand steering gear be removed; the
rudder stock and rudder be removed; a tube be made to
the truth of the braces but it was found that all braces
except the locking pintle brace had solid bottoms, so a tube
of one and a quarter inch plate was checked and plates
of same corresponding to rudder pintles; the plate be removed
from the rudder, the cracks, and, counter-sinking of the holes
in the third arm be welded by the oxy-acetylene process
fairing the plate; a butt strap five feet x two feet four
inches x seven eighths of an inch and two butt straps each
four feet x ten and a half inches x seven eighths of an inch
welded to opposite sides of the plate in way of the third arm;

S. S. "LENNEP"

main piece be faired after removing the five lower arcs;
 Whistles be readjusted to the main piece; the white metal bushes
 two upper Whistles be replaced by brass; the looking glass be
 altered; the legman vitae bush in looking glass brace be
 altered; the five lower arcs be replaced with all whistle holes
 in. the rivet holes be secured and the plate riveted in position
 half straps as above. the rudder be placed in position and
 edge piece from (5") five eighths of an inch to (8") one eighth
 inch x twenty five inches x twenty five inches, be fitted
 to the joint of main piece to stock; a piece of wood
 and five eighths inches thick be bolted to the starboard
 stopper. the engine stoppers and bridge footer be
 bolted to the rudder in centre position as now found
 the hand and steam steering gear to be tried and
 satisfactory.

was also recommended by the undersigned that she
 be further examined in dry dock, and that permanent
 repairs be effected at the end of her present voyage to
 Agow.

& Expenses

39-80 Muzanga Gold

A. J. Matheson
 Surgeon to Lloyd's Register



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 Foundation

008784-008795-0024

Referred to the Chief Ship Surveyor.

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21 JUL 1920

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Mr. S. A. Hill, Mr. Aschwege
Mr. Mayne to note

Surveyor.

I have been thinking of you very much lately
 and wondering how you are getting on.
 I hope you are well and happy.
 I have been very busy lately
 but I have managed to find some time
 to write you a few lines.
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