

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report May 24th. 27. When handed in at Local Office

Port of Hong Kong

No. in Reg. Book. Survey held at Hong Kong

Date, First Survey Apr. 30th. Last Survey May 20th. 1927.

36944 55979 on the ~~Wreck~~ Iron or Steel Sc. Twin Masts "TJILEBOET"

(No. of Visits) 17 Master

TONNAGE:—
GROSS 5760
UNDER DEK 4877
NET 3625

Built at Rotterdam

By whom Maats. Fyenoord

When YEAR 1918 MONTH 2

Owners Java-China-Japan Lijn

Port belonging to Batavia

Owners' Address

(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Dry Name of Dock Taikoo

Destined Voyage -

WB=CellDBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 6035 Port Hong Kong

(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 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.

CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how expired	Machinery and Boiler Surveys (including date of N.D., if any.)
*100A1	12, 26	L.M.C. 5, 26
SSSba. No. 1-22		T.S. CL 5, 26
SSSba. No. 2-26		
		FITTED FOR OIL FUEL, 18
		P.P. ABOVE 100 F.

Society's Freeboard (if assigned) as painted on Ship and now verified

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? Damage Reports made Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through the vessel stranding on the N.E. Point of Ling Ting Island on April 5th. 1927, while on a voyage from Hong Kong

Singapore, also for damage caused by recurrent storms while the vessel was stranded, & damage during salvage operations. (See Damage Reports attached)

partly broke in two, in way of cross bunker, during the heavy weather of April 21st. while was still stranded and was afterwards finally cut through at this point by the Salvors, fore end, containing the Boilers & Machinery, being salvaged and towed to Hong Kong and placed in dry dock for examination, the fore end of the vessel being left on the rocks on Ling Land. (See Salvage Report previously forwarded to London).

Examination of the after end of the vessel in Taikoo dry dock it was found that vessel was broken between frames 92 & 93 and damaged as detailed below & in damage reports.

(Continued on sheet No. 2)

DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
and Faird or Repaired								
Repaired in place								

CONDITION OF THE

State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
State if Tanks now tested	Engine Room Skylights	(State if on Felt.)
Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Ceiling	Scuppers	Boats
Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
(State which.)	Hatches	Condition, how ascertained
Rudder	Planking of Wood Vessels	(State if wedges removed)
Steering gear and its connections	Caulking ditto	Sails
Windlass	Tracemalls ditto	Equipment letter
Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	" length size
Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places ditto	(on board)
	Stringers, Clamps & Shells ditto	" Rule length size
	Salting ditto	Hawser & Warps
	(State if examined.)	Standing & Running Rigging

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 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 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND 15, &c."

vessel is in the condition as stated in the body of report and in my opinion, should be liable for reclassification when repairs are satisfactorily carried out and subject to the Committee's approval of reports.

Age Operations \$1200.00

Repair Fee (if any) \$ 925.00

Senses (if chargeable) \$ 200.00

or's Fee (if any)

Fees applied for, 23/5/1927

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

FRI. 26 AUG 1927

FRI. 24 FEB 1928

TUES. 27 MAR 1928

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HULL OF S. S. "TJILEBOET"

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recommended that this after end be repaired up to and including the bulkhead
 a 95, with suitable shift of butts in shell, decks and tank top plating for
 to a partly new fore end to be constructed in accordance with original approved
 and rule requirements.

DAMAGE FOUND AND REPAIRS RECOMMENDED TO AFTER END OF VESSELSHELL PLATING

STARBOARD SIDE :- K/10, K/11 & K/12 bent & fractured, to be renewed.
 A/11, A/12 & A/13 bent & fractured, to be renewed.
 B/7, B/8 & B/9 bent & fractured, to be renewed.
 C/6, C/7 & C/8 bent & fractured, to be renewed.
 D/9, D/10 & D/11 bent & fractured, to be renewed.
 E/11 & E/12 bent & fractured, to be renewed.
 F/12 & F/13 bent & fractured, to be renewed.
 G/12 cut through to part vessel in two, to be renewed.
 H/13 cut through to part vessel in two, to be renewed.
 J/14 cut through to part vessel in two, to be renewed.
 K/14 cut through to part vessel in two, to be renewed.
 L/14 cut through to part vessel in two, to be renewed.
 M/13 cut through to part vessel in two, to be renewed.

PORT SIDE :- A/11, A/12 & A/13 bent & fractured, to be renewed.
 B/7, B/8, & B/9 bent & fractured, to be renewed.
 C/6, C/7 & C/8 bent & fractured, to be renewed.
 D/8, D/9, D/10 & D/11 bent & fractured, to be renewed.
 E/10, E/11 & E/12 bent & fractured, to be renewed.
 F/11, F/12 & F/13 bent & fractured, to be renewed.
 G/11 buckled to be removed, faired & replaced.
 G/12 cut through to part vessel in two, to be renewed.
 H/13 cut through to part vessel in two, to be renewed.
 J/13 buckled to be removed, faired & replaced.
 J/14 cut through to part vessel in two, to be renewed.
 K/14 cut through to part vessel in two, to be renewed.
 L/14 cut through to part vessel in two, to be renewed.
 M/13 cut through to part vessel in two, to be renewed.

Frames, floors, tank top and margin plates etc. deck plating and
 deck beams and other items to be dealt with as per damage report.

An examination, as much as possible, was also made of the fore end of
 vessel as it now lies on Ling Ting Island and it was found hard and fast on the
 ke with bottom very badly damaged and beyond salvage as a whole, it was recommended
 that parts of the vessel might be removed and delivered to the Repairers as follows:-

Upper part of stem from about the 25' mark.

Windlass, hawse pipes, chain pipes, deck stoppers, anchor cables
 and one bower anchor.

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Two bulwark riding plates on forecastle head.

Forecastle deck plating and beams (except stringer plates).

Lower forecastle deck plating and beams (except stringer plates).

Upper deck plating and beams (except stringer plates) together with hatch coamings, hatch beams, part wood hatches, & two coal chutes with hinged doors.

Second deck plating and beams (except stringer plates) together with hatch coamings, hatch beams and part wood hatches.

Third deck beams, hatch coamings and hatch beams in No.1 hold.

NOTE :- This is a wood deck only.

Bridge deck plating and beams (except stringer plates) together with hatch coaming, hatch beams, part wood hatches, two deck houses and one companion entrance.

Fore peak bulkhead plates (except wing plates) from upper deck to F. P. tank top.

Bridge front bulkhead plating (except wing plates) including stiffeners and two W.T.doors.

Tween deck bulkhead plating (except wing plates) between No.1 and 2 holds.

Silk room plating and stiffeners (except top coaming) together with door.

Wash port and cargo port doors and all scuttle ports.

Twin masts, rigging, two sampson posts, derricks and winches.

Hold ladders and companion ladders.

All ventilators, ventilator coamings, bollards, fairleads, stanchions where practicable, and wire reels.

Handrails, rail stanchions, awning stanchions,

Goose neck air pipes and brass caps to sounding pipes.

Three skylights complete on forecastle head.

One fresh water tank on forecastle head.

All deck steam pipes and steam pipe covers.

One stove and copper tank in forecastle galley.

All forged small deck fittings.

All hand pumps, electric fittings and steam heaters with piping to same.

Teak doors and name plates, wood gratings, iron bunks, and deck lights.

Fore peak air valves.

At the request of the Owners a special examination was held on the star end of the vessel, outside of the damage, in conjunction with Mr. Poot, Marine Superintendent, Java-China-Japan Lijn, and Mr. T. Ramsay, Naval Architect, Hong Kong, for the purpose of reporting as to whether the salvaged portion of this vessel, after being repaired and having a new foreward end built on, would be liable to develop

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structural weakness due to the stranding of the vessel on Ling Ting Island, and the considered opinion that no structural weakness should develop attributable above stranding. (See Report attached).

Repairs as recommended are now proceeding on the after end of the vessel in dry dock, and on completion, this part will be suitably ballasted and taken to dry dock to await the completion of the fore end which is to be built on the land and launched, both ends of the vessel to be finally joined together in dry dock.

As there is not sufficient material in Hong Kong, of the scantlings required to complete the fore end, additional steel is being ordered from the U. K., and some time must elapse before this work is started, meanwhile parts as ordered, of the old fore end on Ling Ting Island, are now being ^{taken} adrift for transport to Hong Kong.

Cable advice has been received from Amsterdam advising that complete plans of the vessel, as originally constructed, are now in transit to Hong Kong for use in the reconstruction of the vessel.

Further reports will be forwarded in due course.

L. M. Harrison

showing arrangement of shift of butts in shell, tank top and deck plating, forwarded under separate cover. See Hong Kong letter dated May 27th.1927.

L. M. H.

(2 plans)



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