

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

27 JUN 1927

Date of writing Report May 24th. 27. When handed in at Local Office 19 Port of Hong Kong

No. in Survey held at Hong Kong Date, First Survey Apr. 30th. Last Survey May 5th. 1927.
 Reg. Book. 85079 on the Machinery of the Wooden Iron Steel Se. Twin Masts "TJILEBOET" (No. of Visits 3)

Tonnage { Gross 5760
 Net 3625 Vessel built at Rotterdam By whom Maats. Fyenoord When 1918 2mo.

Nominal Horse Power { 544 Engines made at Rotterdam By whom Maats. Fyenoord When 1918 2mo.

No. of Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) -

No. of Donkey Boilers - Owners Java-China-Japan Lijn Port Batavia Voyage -

Managers - If Surveyed Afloat or in Dry Dock Dry
 (State name of Dock.) Taikoo

Last Report No. 6095 Port Hong KongParticulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined Damage Reports made

Is a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " None

Was this not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Did the Surveyor examine the Safety Valves of the Main Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -

and of the Donkey Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? -

and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Has shaft now fitted new? - Has it a continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Not complete, survey to be held and repairs carried out, now proceeding.

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 to Singapore, also for damage caused by recurrent storms while the vessel was stranded, and damage incurred during salvage operations. (See Damage Reports attached also Salvage Report previously forwarded to London).

Main engines were used in efforts to float the vessel, Boilers and auxiliary machinery together with winches were used more or less continuously during salvage operations until the stokehold and engine room became flooded, causing additional damage.

It is recommended that the following be opened up for examination and repaired as may be found necessary:-

Main and auxiliary machinery to be opened up for examination and cleaning.

Tail shaft to be drawn and sea cocks opened up for examination.

Dynamo armatures to be rewound and tested.

(Continued overleaf)

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 146 (b), E.D., &c.)

Upon completion of examination and satisfactory repairs the boilers and machinery of this vessel should be in a good and efficient condition and eligible, in my opinion, to be continued as classed and to have record of L.M.C. with date, subject to the Committee's approval of reports.

Survey Fee (per Section 25) 2

Additional Damage or Repair Fee (if any) \$100.00.
 (per Section 25.)

Printing Expenses (if chargeable) \$ 25.00.

Fees applied for

23/5/1927

Received by me,

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Committee's Minute TUES. 28 JUN 1927

Signed Deferred

FRI. 26 AUG 1927

FRI. 24 FEB 1928

TUES. 27 MAR 1928

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W223-0159

Exhibit
6136

Boilers and mountings to be opened up cleaned, examined and tested with hydraulic pressure.
Main steam pipes and valves to be tested with hydraulic pressure.
Lagging on boilers and steam pipes to be renewed as found necessary.
Deck steam pipes and winches to be overhauled.
Bilge and tank suction pipes to be repaired and renewed as necessary.

The above recommendations are now being carried out and a report will be forwarded in due course.

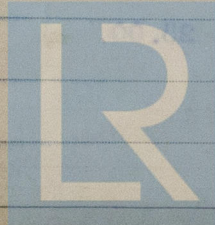
J. H. Morrison

N.B.—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.

Damage due to standing.
Recommendations made
for survey.
Now under survey at
Hong Kong.

It is submitted that
this vessel is eligible to
remain at O.L.A.S.S.E.D.
Survey repairs
to survey
participation.

J. H. Morrison



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