

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb. 14th. 28. When handed in at Local Office Feb. 14th. 28. Port of Hong KongNo. in Reg. Book. 36944 Survey held at Hong Kong Date, First Survey Aug. 11th. 27. Last Survey Feb. 11th. 1928.Built at Rotterdam By whom Maats. Ryencoord When 1918 MONTH 2
GROSS 5760 Owners Java-China-Japan Lijn Port belonging to Batavia
UNDER DE. 4877 Owners' Address
NET 3625 (If not already recorded in Appendix to Register Book).Surveyed Afloat or in Dry Dock? Dry Name of Dock Taikoo Destined Voyage Delny
WB=CellDBorDBa feet; uE&B feet; f feet; feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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, orders, and of the inner bottom plating, especially in the boiler space.Last Report, No. 6233 Port Hong KongCHARACTER, 100A1 12, 26
Date of last Survey and of Periodical Surveys. ssSba.No. 2-26
Machinery and Boiler Surveys (including date of N.B., if any). CL. M. C. 5, 26
T. S. CL 5, 26
100 OIL FUEL 9-18
100° F.Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 0 1/2 ins.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 Report made Was a damage report made by anyone else? If so, by whom? NoREPAIRS, OR EXAMINATION AS PER RULE, FOR Reconstruction and Special Survey No. 3. (See also Report No. 6160 and continuation damage report attached.)A new fore end has been constructed and both fore & aft ends joined together satisfactorily, as per plans enclosed.Part of the material used in the reconstruction was salvaged from the old fore end and repaired as necessary, and all new material has been tested by the Surveyors to this Society (Steel makers David Colville & Sons Ltd. Steel Co. of Scotland. Lamarkshire Steel Co).In the reconstruction of the vessel the scantlings shown on the original plans were followed, copies of which were obtained from the Owners, all shell & deck butts being the same as before. All weather decks, double bottom & peak tanks and bulkheads have been tested as required by the Rules & the workmanship is good.Forging report for part stem enclosed. (Continued on sheet No. 2)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	172	126	-	126	35	48	42	As per report
Removed and Paired or Repaired	-	-	-	-	185	-	104	
Faired or Repaired in place	-	-	-	-	-	-	-	

SENT CONDITION OF THE

Good	State if Tanks have been examined inside	Yes	Dblng. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	-
"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Felt.)	-
"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	-
"	Ceiling	"	Scuppers	"	Boats	Good
"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.	"
"	(State which.)	"	Hatches	"	Condition, how ascertained	Deck & aloft
"	Rudder	"	Planking of Wood Vessels	-	(State if wedges removed)	Yes
"	Steering gear and its connections	"	Caulking	ditto	Sails	-
"	Windlass	"	Treemalls	ditto	Equipment letter	+
"	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Anchors, No. of	3B 1S 1K
"	Have Sluice Valves now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches ditto	-	Cables (State if now changed)	Yes
"	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings ditto	-	" length	180 2, 3/16
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	-	" (on board)	90 2, 5/16
"			Stringers, Clamps & Shells ditto	-	" Rule length	270 2, 5/16
"			Salting ditto	-	Hawser & Warps	Good
"			(State if examined.)	-	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, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel, having been satisfactorily reconstructed and all the requirements for Special Survey No. 3 having been complied with, is now in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 2, 28, and the notation of ssH.Kg. No. 3-28, in the Register Book.Construction of new fore end \$3,500.00.Joining up fore & aft ends \$550.00.Special Survey No. 3. \$450.00.Travelling Expenses (if chargeable) \$250.00.18/12/27. Sunday fee \$20.00.Second Surveyor's Fee (if any) \$Fees applied for, 12/2/19 28Received by me, 27.4.19

Surveyor to Lloyd's Register of Shipping.



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Is Certificate required? If so, to be sent to

W223-0140 (1/16)

rt of Hong Kong

Continuation of Report No. 6246 dated Feb. 14th. 1928. on the

HULL OF S. S. "TJILBOET"

Prior to undocking the sheer heights were taken from the base line to upper deck and are as follows:-

Stem	1/8 from Stem.	Amidships.	1/8 from Sterpost	Sternpost
38'-2"	34'-6 $\frac{1}{2}$ "	30'-2 $\frac{1}{2}$ "	31'-4"	33'-3 $\frac{1}{2}$ "

Lowest point of sheer 39'-3", abaft admidships, height 30'-0", Round of beam = 13½".

It was stated that the vessel would be remeasured for tonnage on arrival in Java and it has been requested that any alterations in the tonnages be forwarded.

As the vessel was undergoing such extensive repairs it was considered advisable to carry out Special Survey No.3 at this time.

SPECIAL SURVEY No. 3.

Vessel placed in dry dock, bottom, rudder, keel, stem & stern frame cleaned, examined
placed in good condition and recoated, Rudder lifted & gudgeons rebushed.

Holds, peaks, tween decks, bunkers and machinery spaces cleared.

All ceiling removed from tank tops in holds & bunkers, limber boards & sparring

removed throughout and steel work exposed (including plating in way of sidelights and in way of ash shoot openings).

All oxidation removed throughout the vessel and steel work examined and placed in good condition.

There being no indication of wastage it was not considered necessary to drill the shell plating.

All double bottom, peak, deep tanks & oil fuel bunkers examined internally and tested under water pressure to rule requirements, floors sealed where necessary & all broken ^{loose} cement renewed.

Decks examined and drilled and gauged as necessary.

Chain cables ranged, chain locker examined and cables replaced.

anchors, masts, spars, rigging, hatches (in position at the hatchway) steering gear and its connections, rods, chains, etc. rudder quadrant & tiller, windlass, pumps, sluice valves, water tight doors, air & sounding pipes and general equipment examined and placed in good condition.

Freeboard verified and out in.

Doubling plates found or fitted under all sounding pipes.

Ventilators and their coamings examined and placed in good condition.

Particulars of the new and old material used in the reconstruction of the vessel, from Bulkhead at Frame No. 95 to stem, are as follows:-

NOTE:- For repairs to aft end up to and including bulkhead at frame 95 see previous report.

NEW MATERIAL

STEM :- Lower part of stem renewed. (38 feet in length).

SHELL PLATING.

Keel/13 to stem renewed. (6 plates)

A/14 to stem renewed. Port & Starboard(16 plates)

B/10 to stem renewed Port & Starboard(14 plates)

C/9 to stem renewed Port & Starboard (14 plates)

D/12 to stem renewed Port & Starboard(12 plates)

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HULL OF S.S. "TJILBOET"

E/13 to stem renewed Port & Starboard (16 plates)
 F/14 to stem renewed Port & Starboard (10 plates)
 G/13 to stem renewed Port & Starboard (14 plates)
 H/14 to stem renewed Port & Starboard (14 plates)
 J/15 to stem renewed Port & Starboard (12 plates)
 K/15 to stem renewed Port & Starboard (14 plates)
 Forecastle side plates renewed Port & Starboard. (8 plates)
 Forecastle sheer strake renewed Port & Starboard. (8 plates)
 3 bridge side plates renewed Port & Starboard. (6 plates)
 3 bridge sheer strake plates renewed Port & Starboard (6 plates)
 Forward wall bulwarks renewed Port & Starboard. (2 plates)
 Shell doublings at break of bridge & forecastle renewed.

FRAMES & FLOORS ETC.

126 frames & floors from frame No. 96 to stem renewed Port & Starboard.
 102 tank side brackets & their attaching angles from frame 96 to collision bulkhead renewed Port & Starboard.
 All intercostals & their angles in Nos. 1 & 2 D.B. Tanks renewed.
 Centre keelson & its attaching angles renewed from bulkhead 95 to stem.
 All tank top plating, margin plates & gussets of Nos. 1 & 2 D.B. tanks renewed from bulkhead 95 to collision bulkhead.
 One panting stringer each side renewed & all panting beams renewed.
 All lower hold pillars & ladders in Nos. 1 & 2 holds renewed.
 Fore peak tank top plating & wash plates, stiffeners, brackets, stringers and breasthooks renewed.

BULKHEADS

Bulkhead at frame No. 117 entirely renewed up to main deck, wing plates renewed between main and upper decks.
 Bulkhead at frame No. 144 entirely renewed up to lower deck.
 Bulkhead at frame No. 147 entirely renewed up to F.P. water tight flat, wing plates renewed above.

DECKS
FORECASTLE

6 stringer plates renewed, 2 old deck plates cropped & part renewed, 52 beam knees renewed, port sparketing plate renewed & all wood deck renewed.

BRIDGE DECK

6 stringer plates & 8 deck plates renewed, 46 beam knees renewed, & all wood deck renewed.

UPPER DECK

12 stringer plates & 9 deck plates renewed, 4 deck beams & 122 beam knees renewed, wood deck renewed in forward wall.

MAIN DECK

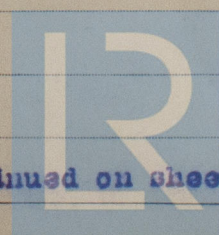
14 stringer & 23 deck plates renewed, 10 full length beams & 10 half beams renewed, 122 beam knees renewed.

LOWER DECK (No. 1 HOLD). 10 stringer plates, 11 deck beams & 78 beam knees renewed.

EQUIPMENT

90 fathoms 2, 5/16" chain cable (anchor) renewed.
 90 fathoms 1, 3/4" chain cable (mooring) renewed.
 120 fathoms 5, 1/4" steel wire renewed.
 90 fathoms 5" steel wire renewed.
 2 lifeboat & 1 Captain's gig renewed.
 Stores & tools renewed as per previous list.

(Continued on sheet No. 4)



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Continuation of Report No. 6246 dated Feb. 14th. 1928. on the

HULL OF S.S. "TJILEBOET"GENERAL

Tank and bilge suction pipes forward of bulkhead No. 95 renewed.

Lower part of air, filling & sounding pipes forward of bulkhead No. 95 renewed.

All ceiling, limber boards & sparring in Nos. 1 & 2 holds, tween decks & chain locker renewed.

Rigging and stays to foremasts and samson posts renewed.

Windlass and winches repaired.

Seaman's quarters in forecastle rebuilt.

50% wood hatch covers renewed.

Hatch tarpaulins and canvas awnings renewed.

Electric wiring and lights renewed (old fittings used).

OLD MATERIAL SALVED & USED

Upper part of stem with mooring hawse pipe.

26 forecastle deck beams.

14 forecastle deck plates.

57 upper deck beams.

41 upper deck plates.

41 full & 10 half main deck beams.

23 main deck plates.

28 lower deck beams & 5 tie plates (No. 1 hold).

23 bridge deck beams.

21 bridge deck plates.

No. 1 hold upper & lower deck hatch coamings & shifting beams.

No. 2 hold upper & lower deck hatch coamings & shifting beams.

Fore and aft girders under forecastle, bridge, upper, main & lower decks & all tween deck pillars to same.

Bridge front plates, doors and stiffeners (except wing plates)

Tween deck bulkhead plates & stiffeners (except wing plates) on bulkhead at frame Nos. 117 & 147 from main to upper deck.

Part hold ladders & ladders to bridge & forecastle decks.

Cargo port doors & strongbacks.

Two coal shoots.

Deck houses and booby hatch on bridge deck.

Four W. C. troughs & part piping for same.

Part forecastle house casing & skylights on forecastle.

Steel silk room casing & doors in bridge space.

Part air & sounding pipes to tanks & bilges.

25 scuttle ports.

12 storm valves.

12 ventilator coamings, 15 ventilator cowls & 13 ventilator pipes.

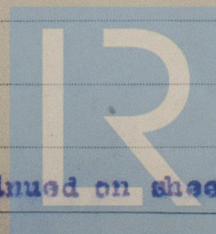
Windlass, 2 hawse pipes with 2 shell & 1 deck flange & cable stoppers, 3 chain pipes.

All anchors & 180 fathoms chain cable.

Eight winches & 24 foundation angles for same.

Forward masts, 2 samson posts, 8 derricks, & 2 derrick sockets.

(Continued on sheet No. 5)



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HULL OF S.S. "TJILBOET"

Six bollards, 13 fairleads, 2 wire reals, 4 davit sockets.

All deck steam & exhaust pipes & part pipe casing & chairs for same.

50% of wood hatches, 21 hatch battens & 11 hatch locking bars.

All hand rails and stanchions on forecastle & bridge decks.

All awning stanchions & part awning spars & ridge poles.

Starboard companion ladder.

20 bulb's eye electric fittings.

50 small iron deck fittings, such as eye plates, cleats etc.

REPAIRS:-Wear & Tear.

Rudder gudgeons rebushed and sundry minor repairs effected.

J. L. Morrison

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Continuation of Report No. 6246 dated Feb. 14th. 1928. on the

MACHINERY OF S.S. "TJILLEBOET"

TE.

While the after end of the vessel was anchored in Hong Kong Harbour waiting the construction of the new fore end, the centre boiler was used to supply steam to the dynamo and pumps and these machines were exhausting into the main condenser. Shortly after the vessel was placed at anchor, considerable leakage developed in the condenser tubes, although this condenser had been previously tested with cold water pressure and showed no leakage.

On withdrawing some of the leaky tubes the material of same was found perished and it was recommended that the remainder of the tubes be withdrawn for examination and on examination these tubes were also found to be in a more or less deteriorated condition and it was recommended that the condenser be retubed, which has now been done.

J. L. Harrison

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(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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