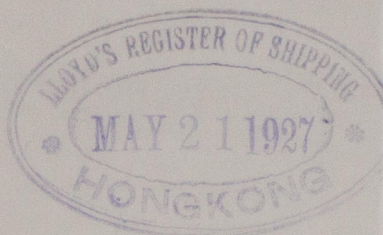


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LLOYD'S REGISTER OF SHIPPING.



Hong Kong

May 21st. 1927.

S. S. "TJILEBORT"

STATEMENT OF DAMAGE REPORT DATED MAY 5TH. 1927.

An examination, as much as possible, was made, on May 5th, of the fore end of the above vessel, as it now lies on the Island, and the Undersigned found the fore end hard and fast on the Rocks, with bottom very badly damaged and beyond salvage.

It is recommended however, that, given good weather, the parts of the vessel might be removed and delivered to the Island, to be used in the construction of a new fore end, subject to the parts being examined and found satisfactory and suitable on the Repairers premises:-

Fore part of stem from about the 25 feet mark.

Foremast, Hawse pipes, chain pipes, deck stoppers, anchor cables and the lower anchor.

Forebulwark rising plates on forecastle head.

Forecastle deck plating & beams (except stringer plates).

Forecastle foredeck plating & beams (except stringer plates).

Foredeck plating & beams (except stringer plates) together with hatch coamings, hatch beams, part wood hatches, & two coal bays with hinged doors.

Foredeck plating & beams (except stringer plates) together with hatch coamings, hatch beams & part wood hatches.

Foredeck beams, hatch coamings, & hatch beams in No.1 hold.

Note:- This is a wood deck only.

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

Forepeak bulkhead plates (except wing plates) from upper deck to P. tank top.



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- (11) Bridge front bulkhead plating (except wing plates) including stiffeners & two W.T. doors.
- (12) Tween deck bulkhead plating (except wing plates) between No.1 and 2 holds.
- (13) Silk room plating & stiffeners (except top coaming) together with door.
- (14) Wash port & cargo port doors and all scuttle ports.
- (15) Twin masts, rigging, two sampson posts, derricks & winches.
- (16) Hold ladders and companion ladders.
- (17) All ventilators, ventilator coamings, bellards, fairleads, stanchions where practicable, and wire reels.
- (18) Handrails, rail stanchions, awning stanchions.
- (19) Goose neck air pipes & brass caps to sounding pipes.
- (20) Three skylights complete on forecastle head.
- (21) One fresh water tank on forecastle head.
- (22) All deck steam pipes & steam pipe covers.
- (23) One stove and copper tank in forecastle galley.
- (24) All forged small deck fittings.
- (25) All hand pumps, electric fittings & steam heaters with piping to same.
- (26) Teak doors and name plates, wood gratings, iron bunks, and deck lights.
- (27) Fore peak air valves.

NOTE:- Sufficient deck beams will require to be left in place to prevent sides of vessel collapsing on workmen, say about every 5th beam and it is probable that these beams will not be salvaged from the wreck.

It is not proposed to remove the side plating or part of the frames, for structural reasons, as it is doubtful whether these parts could be satisfactorily worked into the construction of a new fore end, due to the possibility of unfair holes etc.

*J. L. Morrison*  
SURVEYOR TO LLOYD'S REGISTER  
HONGKONG



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