

COPY

We the undersigned did at the request of the Java China Japan Line attend on board the ss "TJILIBOET" of Batavia, Gross Tonnage 5760, this 10th day of May, 1927, while the vessel was in Drydock at Taikoo Dockyard Hongkong, for the purpose of reporting as to whether the salved portion of this vessel after being repaired and having a New Forward End built on, would be liable to develop any structural weakness due to the stranding of the vessel on Ling Ting Island on 5th April, 1927. As a result of our examination of the Hull we beg to report as follows:

The outside of the Hull abaft the Aft Engine-room Bulkhead was carefully examined.

The Keel Plate was sighted and found perfectly fair and undamaged. The Shell Plate landings and Butts showed no signs of straining as the Caulking Edges and Rivets were perfectly tight. The Sternpost, Rudder and Propeller were also undamaged.

An internal inspection was made, all Bulkheads, Deep Tanks, Upper and Tween Decks, Holds and Aft Peak being carefully examined.

BULKHEADS:

The Stiffeners and Brackets, Frames, Shell Brackets and Plate landings were found in good condition, none of these members being distorted nor any of the Rivets being found slack.

FRAMING:

Tank Margin Brackets, Beam Knees, Web Frame Knees, and Frames were examined and found in good condition.

DECKS:

Upper and Lower Deck Beams, Deck Plating and Beam Girders were found to be perfectly fair and in good condition.

The Hold and Tween Deck Pillars were perfectly straight and all Rivets in heads and feet found tight.

HATCHES:

Coamings and Hatch End Beams were inspected, none of the Hatch Corners were found to be strained and the Hatch Web Beams were a good fit and appeared to have their original working clearance showing no distortion of the Decks transversely.

DECKHOUSES ETC:

Deckhouses and all Deck Fittings were found in good condition

GENERALLY:

Our carefully considered opinion is, that in the event of the damaged portion of the Bottom in way of the Engine and Boiler Room being repaired and the Fore End of the vessel reconstructed, the vessel when completed will be in the same good condition as she was prior to the grounding on Ling Ting Island, and that the After or Salved Portion should not develop any structural weakness through causes attributable to the above mentioned stranding.

Fee - - - - - \$125.00.

Travelling expenses \$25.00.

W. H. Morrison
Surveyor to Lloyds Register, Hongkong.

D. K. Foot
Marine Superintendent J.C.J.L.

Y. Ramsay
Naval Architect.

Lloyd's Register
Foundation

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