

COPY



Hong Kong

May 3rd. 1927.

100 AM
This is to Certify that

T. S. MORRISON

the undersigned Surveyor to this
Society did at the request of

Messrs Gilman & Co.Ltd. Lloyd's Agents and Messrs The Java-China-Japan Lijn proceed to the S.S. "TJILEBOET" of Batavia, 5760 Gross Tons, No. 85079 in the Register Book, stated to have stranded on Ling Ting Island, 14 miles S.W. of Hong Kong, about 9 p.m. on April 5th 1927, for the purpose of ascertaining vessel's position, chance of salvage and of rendering assistance.

The undersigned left Hong Kong at noon on April 6th. on the steam launch "HOO LEE" and arrived at the S.S. "TJILEBOET" at 2 p.m. same day, when it was found that the vessel was stranded on the rocks on the N.E. Point of Ling Ting Island, with 1400 deck passengers on board, but no cargo, Fore peak, and Nos. 1 & 2 holds awash. The H.M.S. "FORBISHER", H.M.S. "DRAGON", H.M.S. "STORMCLOUD", S.S. "TJIKARAN", Tug "HENRY KESWICK" & Tug "WANCHUN" standing by. Strong N.E. wind blowing and heavy sea running, vessel pounding heavily. It was considered advisable to transfer the passengers to the S.S. "TJIKARAN" and this was successfully accomplished, with the aid of the naval lifeboats and Tug "WANCHUN" by 5 p.m. Consulted with the Master and Mr. Brown of the Taikoo Dockyard, after a general examination had been made, and it was decided to send the Tug "WANCHUN" to Hong Kong for divers and salvage gear, meanwhile the



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vessel's kedge anchor was laid out on the Port quarter with 120 fathoms 5" wire, to keep vessel's stern off shore and a chain cable was made fast to a convenient rock on shore forward, to steady the vessel. Vessel pounding on the rocks all night, although checked somewhat by the kedge anchor aft and the chain cable forward, but the cross bunker developed a leak and filled up.

April 7th. The Taikoo Tug "WANCHOON" arrived at daylight with salvage gear and divers, proceeded to get same on board. Owing to the heavy seas still running diver was unable to examine the vessel either from outside or inside.

April 8th. Weather moderated slightly and diver was able to partly examine No.1 hold and reported a large hole on Starboard side above the bilge, about 65 feet from stem, and a fracture on tank top plating about 8 feet long, bulkheads apparently intact and vessel resting heavily on the rocks at this part. No.2 hold, cross bunker and outside of vessel could not be examined owing to the surging of the water. Two heavy anchors were laid out on the Port quarter and soundings were taken around the vessel viz:- Forward $1\frac{1}{2}$ fathoms, amidships $2\frac{1}{2}$ to 3 fathoms, aft $9\frac{1}{2}$ fathoms. Vessel's motor lifeboat was smashed by a lighter which had come alongside to take off the passengers baggage.

April 9th & 10th. Wind still N.E. but moderate, diver was able to examine outside & inside of vessel, and reported No.1 hold and Forepeak badly damaged and a large hole on the Starboard side of No.2 hold and No.2 tank top open at seams, patch being made to cover hole in shell in way of No.2 hold and seams in tank top being wedged and cemented up, salvage pumps being connected up in No.2 hold. Diver also reported shell damaged at bilge in way of cross bunker Starboard side and a large rock in the vicinity of same just touching the side. Attempts were made to pull vessel's stern to port to enable a patch to be fitted on shell at this place but the vessel

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could not be moved sufficiently for this to be done, and it was therefore decided to concentrate in trying to get No. 2 hold patched and pumped out and to float the vessel off on No. 2 tank top. Two additional anchors were laid out on Port quarter to steady the vessel and hold the stern off shore. 5 anchors now laid out on Port quarter.

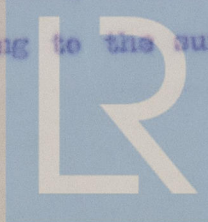
April 11th. Wind changed to S.W. and weather calm. work of patching and cementing damage to No. 2 hold proceeding salvage pumps in place and piping to same being fitted.

April 12th. Patching and cementing in No. 2 hold completed and pumping started steam being obtained from vessel's main boilers after about 3 feet had been pumped down, the water suddenly gained on the pumps and the diver found that the cement boxes fitted had been forced away. Pumping was consequently stopped to enable cement boxes to be again fitted. It might be as well to state at this period that the No. 2 double bottom tank was full of fuel oil when the vessel stranded and this oil escaped into the sea and holds causing considerable trouble by preventing the cement from sticking and also destroying the rubber diving suits.

April 13th. Divers working all day fitting new cement boxes in No. 2 hold.

April 14th. No. 2 hold pumped out and shoring of tank top and bulkheads proceeding. Ship's anchors & cables being moved from forward to aft. Fore end of vessel in way of forepeak marked off for cutting at low water level, as this part is resting heavily on the rocks and is badly damaged, work of cutting away with O.A. burners started.

April 15th. Wind suddenly changed to strong N.E. and heavy sea running, chain round rocks at fore end and wire to heavy anchor aft carried away and vessel pounding heavily, patches & shoring in No. 2 hold all displaced. Owing to the surging of the water



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divers could not go down, hove up on anchors laid out on Port quarter and one additional anchor laid out.

April 16th. Wind still from the N.E. but moderate, divers now replacing patches and cement boxes and closing up two additional holes which were caused by the heavy weather yesterday. Mr. Peet Marine Superintendent Java-China-Japan Line arrived from Java about 7 p.m.

April 17th. Started to pump out No.2 hold at 6 a.m. and an attempt was going to be made to tow the vessel off at high water, 11 a.m. but owing to the strong N.E. wind and heavy sea which again came up it was found necessary to abandon the attempt and fill up No.2 hold again to steady the vessel and prevent her pounding on the rocks and doing more damage. Chain cable from bow to the rocks carried away again and was refastened with wire rope. Vessel's stern swung in about 10° closer to the shore during this storm owing to the anchors dragging.

April 18th & 19th. Strong N.E. winds still blowing and divers working under extreme difficulties patching up and replacing shores to tank top and bulkheads in No.2 hold.

April 20th. Wind N.E. but moderate, No.2 hold pumped dry, additional shores being fitted to tank top, hatches of No.1 hold fastened down with heavy cross beams, and work of cutting away the fore end in way of fore peak now completed.

April 21st. The S.S. "TJISAROEBA" arrived on the scene from Hong Kong at 8 a.m. to assist in the attempt to tow the vessel off, wind S.W. and sea calm.

Two towing wires were run out to the S.S. "TJISAROEBA" the salvage Tug "TAIKOO" also made fast and at high water, 11.30 a.m. with engines of the "TJILEBOET" going full astern, wires to anchors laid out astern hove taut and with the assistance of the "TJISAROEBA" and Tug "TAIKOO" an effort was made to pull the

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vessel off the rocks, but this was unsuccessful. The diver was instructed to again examine the outside of the vessel & reported that the lagge rock, which previously was just touching the Starboard side in way of cross bunker, was now penetrating the shell and was no doubt holding the vessel from coming off, it was decided to blast this rock and make another attempt to pull the vessel off next tide and Mr. Peet arranged for the S. S. "TJISAROE" to stand by to render further assistance.

Unfortunately just about noon the wind changed suddenly to the N.E. and heavy sea got up, vessel started to pound, and the divers had to stop drilling the rock for blasting owing to the surging of the water making this operation dangerous. Anchors and wires were tightened up to keep strain on vessel off shore. The wind gradually increased in force and about 6 p.m. a gale was blowing accompanied by very heavy seas and the vessel pounded heavily, the wires to the anchors, laid out on the Port quarter to keep vessel off shore, parted, and the vessel's stern was lifted and carried further ashore by the heavy sea and wind, finally settling down further on the rocks causing considerable extra damage to the fore end of the vessel. All the temporary repairs done in No. 2 hold were broken off and additional damage was done causing this hold to fill up again, the bulkhead between No. 2 & cross bunker was also damaged and bottom of vessel in the vicinity of the cross bunker was forced up to the 2nd deck, side plating in way bulged and fractured and at this time it was thought that the vessel would break in two.

The Stokeshold, which was previously intact, now filled up, and the oil fuel burners in the boiler furnaces had to be shut off, the auxiliary stop valves however were left open and the dynamo was kept running as long as possible to work off the steam and also supply light and power to the wireless. Ropes were laid out to the rocks from the forecastle and the majority

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of the Ship's Crew and Salvage Crew were transferred to the shore in boatswain's chairs, where they remained until next morning, when the weather had moderated considerably.

April 22nd. In view of the serious condition the vessel was now in, a consultation was held in the J.C.J.B. Office in Hong Kong, attended by the Owners Agent, Owners Superintendent, Mr. Miskin of Gilman & Co., Mr. Greig, Manager, Taikoo Dockyard and the Undersigned and it was agreed that the only hope of saving the vessel would be to cut through where she was partly broken at cross bunker get stokehold pumped out and temporary repaired and try and save the after part of the vessel containing the machinery etc. saving approximately 3/4 of the vessel's value.

Before proceeding with this work calculations were made as to the vessel's trim and stability with fore end cut off, and it was found that with about 1000 Tons of ballast in the after hold, the vessel would be safe for towing to Hong Kong. Two extra European Divers were sent out to assist in the cutting.

April 23rd. Wind S.E. but light, Tug "TAIKOO" alongside supplying steam to pumps fitted in stokehold, Diver working in stokehold patching and cementing leaks in shell plating. Two Divers blasting and cutting under water portion of hull. One anchor was picked up and laid out again on port quarter.

April 24th to 28th. Work of cutting through vessel and patching and cementing stokehold proceeded with, and stokehold & engine room pumped out, stokehold bulkhead and after hold bulkheads shored up, after hold filled with water to 2nd deck and this deck made water tight and hatches shored down, all D. B. tanks hardened up. Work of cutting through was finally completed at 1.15 p.m. on the 28th. and the after end of the vessel was pulled off and towed to Hong Kong and safely placed in Taikoo Dry Dock at 7.15 p.m. same day.

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The work involved in the salvage of this vessel has been difficult and strenuous, continuous recurrence of bad weather repeatedly wrecked the temporary repairs and after each storm the condition of the vessel became worse and the difficulty of salvage consequently increased. The storm of April 21st. came near to making a total wreck of the vessel, but fortunately the weather abated before the vessel broke in two.

The deck and engine room staff of the "TJILBOET" rendered every assistance to the salvage work and I attribute to a great extent the successful salvage of the after part of the vessel to the fine cooperation of all concerned.

The fore part of the vessel is hard and fast on the rocks with very little water under it, but in my opinion, all the deck gear can be removed, also, given good weather, part of the deck plating, beams and side plating, which are good, could be cut adrift and lightered to Hong Kong and used in the reconstruction of the vessel.

W. S. Morrison
 SURVEYOR TO LLOYD'S REGISTER
 HONGKONG

Fee - - \$1200.00.

Expenses \$100.00.



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