

N.V. Droogdok Mij. "Soerabaia", Sourabaya. Yard No. 251.

F.E.
(FBD.)

Inspected by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "BORSUMY" Rpt. Sba No. 4285

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement." - Extract from Sub-Committee's Report, 24/5/92.)

1st Long. No.	1047	Depth "d"	-
2nd Long. No.	3770	Proportions = $\frac{L}{D}$	15.56
Framing Angle framing as approved		Sheerstrake	As approved.

The scantlings of this vessel are suitable for a freeboard corresponding to a moulded draught of 6'-6 $\frac{3}{4}$ ". For service in the East Indian Archipelago.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A1 "With freeboard" "For service in the East Indian Archipelago"

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

Cell DB amidships 15' 2lt, f 14' 13t, FPT 1lt
 FK, 4BH, Cem., Lloyd's A & CP
 Mchy Aft
 O.L. 134'
 Extreme breadth over belting 22.4'
 $\frac{7}{8}$ "

i.c.d.
 7.3.41
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The Surveyor should be informed it is concluded that the dimensions of the propeller post are 6" x 3" as per Approved Plan and not as reported, but he should state if this is so.

"BORSUMY"

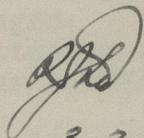
It is concluded also that the vessel has been built in accordance with the approved plans, the Secretary's letters and in conformity with the requirements of the Rules, although the usual statement to this effect has not been inserted in the General Declaration.

It is further concluded that the double bottom tanks, the fore peak tank and the deck have been tested as required by the Rules and the windlass and steering gear tried under working conditions and found satisfactory, but these conclusions should be confirmed by the Surveyor.

The attached sample General Declaration should be forwarded for the guidance of the Surveyor in future cases.

With regard to the equipment, the Surveyor should be informed it is concluded that the equipment of steel wire or other ropes on board are as approved or required.

The welding of the shell plating although not as approved can be accepted but the Surveyor should be requested in future cases to call attention to any deviations from the Rules or approved arrangements.



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