

Steamer "BORSUMY".  
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Pla. 4285

This vessel's machinery has been constructed under Special Survey in accordance with the Rules and the approved plans with the exception of the boiler, *which has not been built under Special Survey.*

It had been intended to fit a Scotch boiler, but owing to difficulties in obtaining material, a water-tube boiler has been fitted instead. The latter which was made by J.S. White & Co. Ltd., Cowes, in 1923, has been in use in a Dutch Government vessel.

The safety valves have been adjusted to 220 lb., and the scantlings of the boiler meet the requirements of the Rules for that pressure, but the size of the screw shaft does not permit of a pressure exceeding 180 lb.per.sq.inch.

It is submitted the boiler might be accepted and the vessel classed:

LMC 10.40.

NB '23 refitted 1040.

The Sourabaya Surveyor should be informed by cable that the working pressure should not exceed 180 lb. and the safety valves should be readjusted, special attention being paid to the accumulation test.

The Surveyor should be further informed by letter that the size of screwshaft does not permit a boiler pressure exceeding 180 lb.per.sq. inch, as originally approved, and therefore the safety valves should be re-adjusted to that pressure, special attention being paid to the accumulation test.

According to the plan the heating surface is 83.6 sq. metres. (900 sq.ft.) and for a working pressure of 180 lb. the Rule size for the safety valves is 5.77 sq. inches. He should therefore state whether the valves are ordinary spring loaded or high lift type, and whether the accumulation test is satisfactory.

As the boiler has not been made under Special Survey the distinguishing mark  cannot be assigned.

It is noted that there are slight variations in the *stated* sizes of cylinders, and the Surveyor should confirm whether these have been altered from those originally given, viz. 204, 305 & 528 m.m. diameter by 356 m.m. stroke.



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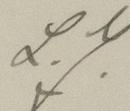
In reply to the Surveyor's letter it has not been possible to trace the forging report for the crankshaft.

T. 3 Cy.  $8\frac{1}{16}$ " , 12" &  $20\frac{13}{16}$ " — 14".

180 lb.            39 NHP.            CL

1 WTB.            ~~Or~~ S 25.            HS 900.

N.V. Droogdok Mij. Soerabaia.



28.2.41.



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