

Steamer "BORSUMY".

Shipbuilders:- Messrs. N.V. Droogdok Mij. Soerabaya Yard No.251

Engineers:- " " " " " " " "

This vessel was constructed in 1940 to the Society's classification as a passenger and cargo steamer.

The Sourabaya Surveyor has now forwarded First Entry reports and plans, from which it appears that the Builders, in addition to slightly increasing the diameter of the propeller from 1480 m.m. to 1510 m.m. have substituted for the original Scotch type of boiler (plan approved in the Secretary's letter of the 2nd November, 1939 for a working pressure of 180 lb per sq. in.) a second-hand water tube boiler of the White-Forster type, for which they propose a working pressure of 220 lb. per sq. in.

The Surveyor states this boiler was constructed in 1923 by Messrs. J. Samuel White & Co. of Cowes, and has been in use in a Dutch Government vessel until two years ago, when the steam installation was replaced by heavy oil engines.

The Surveyor further states that owing to difficulties in obtaining material, this boiler has been substituted for the originally proposed Scotch boiler, but merits, in his opinion, the approval of the Committee.

The plan of the water tube boiler has now been examined and whereas the scantlings shewn thereon are generally in excess of the minimum required by the Rules for a working pressure of 220 lb, no information is available as to the origin and quality of the materials used in its construction; whilst, further, ~~the scantlings shewn thereon are generally in excess of the minimum required by the Rules for a working pressure of 220 lb, no information is available as to the origin and quality of the materials used in its construction; whilst, further,~~ the proposed size of screwshaft, originally approved for a boiler working pressure of 180 lb. and propeller diameter of 1480 m.m., does not ~~allow~~ permit of a boiler working pressure exceeding 180 lb/in²



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It might be mentioned that the sizes of cylinders and length of stroke shown on the First Entry report are not strictly in accordance with the particulars originally approved, but it is concluded these discrepancies are due to errors of conversion on the part of the Surveyor.

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24th February, 1941.



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