

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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FEB 17 1941

Date of writing Report 15th Nov. 1940. When handed in at Local Office 19 Port of Sourabaya, Java;
 No. in Survey held at Sourabaya Dock Yard & Drydock etc Date, First Survey 13th Sep. 1939 Last Survey 16th Oct. 1940.
 Reg. Book. on the steel single screw steamer "BORSUMY" (Number of Visits 35)
 Built at Sourabaya By whom built N.V. Droogdok Mij. "Soerabaia" Yard No. 251. Tons { Gross 215,53
 Engines made at Sourabaya By whom made N.V. Droogdok Mij. "Soerabaia" Engine No. Net
 When built 1940.
 When made 1940.
 Builders made at Cowes, Isle of Wight By whom made White, J. Samuel, & Co. Ltd Boiler No. When made 1923
 Registered Horse Power 41,4 Owners N.V. Borneo Sumatra Handel Mij. Port belonging to Bandjermasin.
 Net Horse Power as per Rule 41,4 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes,
 Use for which Vessel is intended Passenger and Cargo steamer.

FINES, &c. — Description of Engines Triple Expansion. Revs. per minute 240
 No. of Cylinders 8-5/16", 12-1/16"-20-1/16" Length of Stroke 14" No. of Cranks Three No. of Cranks Three
 Crank shaft, dia. of journals as per Rule 4-3/32" Crank pin dia. 4-3/32" Crank webs Mid. length breadth 7"-5/16" Thickness parallel to axis
 as fitted 4-3/32" Mid. length thickness 7"-2/32" Thickness around eye-hole } One piece
 Intermediate Shafts, diameter as per Rule 3-3/8" Thrust shaft, diameter at collars as per Rule 4-3/32"
 as fitted 3-15/16" as fitted 4-3/32"
 Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 4-1/2" Is the no shaft fitted with a continuous liner Yes
 as fitted as fitted 4-9/32" Is the no screw shaft fitted with a continuous liner Yes
 Liners, thickness in way of bushes as per Rule 7/16" Thickness between bushes as per Rule 5/16"
 as fitted 7/16" as fitted 11/32" Is the after end of the liner made watertight in the
 liner boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
 liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 17,3"
 Propeller, dia. 4,95' Pitch 4,28' No. of Blades 4 Material cast iron Whether Moveable no Total Developed Surface 9,68 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 1-3/8" Stroke 6-3/4" Can one be overhauled while the other is at work Yes
 Pumps worked from the Main Engines, No. 2 Diameter 1-3/8" Stroke 6-3/4" Can one be overhauled while the other is at work Yes
 How driven Separated steam pump Main Bilge Line One general service pump 6"x5-1/2"x6"
 How driven Separated steam pump
 Oil Pumps, No. and size The same general service pump Lubricating Oil Pumps, including Spare Pump, No. and size no oil pump.
 independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 pumps; — In Engine and Boiler Room 4 suction 2" Ø
 In Hold, &c. Cargo hold two suction 2" Ø
 In Machinery Space space one suction 2" Ø.

Water Circulating Pump Direct Bilge Suctions, No. and size One 3" Ø Independent Power Pump Direct Suctions to the Engine Room Bilges, size One 3" Ø
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves & one blow off cock.
 Are they fitted sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line above.
 Are each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 Do they pass through the bunkers bilge, ballast, feed- & freshwater How are they protected Plated.
 Do they pass through the deep tanks Have they been tested as per Rule
 Are the pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes,
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one to another Yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c. (Letter for record) Total Heating Surface of Boilers 88 M² - 83.6 = 900 #
 Draft fitted no No. and Description of Boilers One Yarrow Working Pressure 220 lbs.
REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
DONKEY BOILER FITTED? no If so, is a report now forwarded?
 Is any boiler intended to be used for domestic purposes only

Are approved plans forwarded herewith for Shafting Yes Main Boilers none Auxiliary Boilers none Donkey Boilers none
 (If not state date of approval)
none General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements none
SPARE GEAR.
 Is the gear required by the Rules been supplied Yes,
 Is principal additional spare gear supplied
One screwshaft with bronze liner. and propeller.

The foregoing is a correct description.
 N.V. Droogdok Maatschappij "SOERABAJA" Manufacturer.
 [Signature]



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1939: Sep; 13, 22, 25 & 29. Oct; 10, 31. Nov. 6, 8. Dec. 4, 28. 1940: May; 10, 27. June; 5, 15, 27 & 29.
 During progress of work in shops - -
 1940: May 30, June; 5. July; 4, 13, 18, . Aug. 5, 7, 28. Sept. 10, 17, 26, Oct; 1, 6, 7, 8, 10, 14 & 16.
 During erection on board vessel - - -
 Total No. of visits 34.

Dates of Examination of principal parts -
 Cylinder 13/9/39, 18/7/40 (13&29/9/39. 8/11/39. 27/5/40. 15, 27&29/6/40)
 Piston Rods 13/9/39, 18/7/40 (8, 13&18/7/40)
 Crank shaft 13/9/39, 18/7/40 (13/9/39. 6/11/39. 4/12/39. 30/5/40. 13/7/40. 28/8/40)
 Tube shaft 13/9/39, 18/7/40 (10/9/40)
 Stern tube 13/9/39, 18/7/40 (28/12/39. 5/6/40. 6/10/40. 10, 27&30/5/40)
 Completion of fitting sea connections 4/7/40
 Completion of pumping arrangements 10/9/40
 Main boiler safety valves adjusted 7/10/40
 Crank shaft material see letter Identification Mark - Thrust shaft material S.M. Steel Identification Mark J.V. 13-9
 Intermediate shafts, material S.M. Steel Identification Marks J.V. 13-9-40 Tube shaft, material - Identification Mark -
 Screw shaft, material S.M. Steel Identification Mark J.V. 29/10/39 Steam Pipes, material Copper Test pressure 360 lbs Date of Test 27/6/40
 Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. none.
 Have the requirements of the Rules for the use of oil as fuel been complied with -
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. If so, have the requirements of the Rules been complied with -
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with -
 Is this machinery duplicate of a previous case none If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery has been built and fitted on board to my satisfaction and upon completion tri
 under working condition, in accordance with the approval plans, Society's letters and gene
 confirmity with the Society's Rules, and the workmanship being good and all found satisfac
 I am of opinion that the vessel's machinery is eligible to be classed +LMC.10.40 (Class co
 templated)

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ...	£. 48,00.	:	When applied for,
Special ...	£. 360,00.	:	23/10/40.
Donkey Boiler Fee ...	£. :	:	When received,
Airmail postage & cables	£. 34,00.	:	23/10/40.
Travelling Expenses (if any)	£. 33,00.	:	
Subsistence ...	£. 25,00.	:	

Committee's Minute TUE. 4 MAR 1941
 Assigned Lmb. 10.40
 N.B. 23 refitted 10.40
 Ch.

J.H. Brown
 Engineer Surveyor to Lloyd's Register of Shipping

