

No. 2195

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2625 No. in Register Book 4120

M. PULAU KIDJANG

Makers of Engines DEUTZ

Works No.

Makers of Main Boilers

Works No.

Makers of Donkey Boiler

Works No.

Fins

MACHINERY.



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012631-012637-0023

No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. No. in Register Book

Received at Head Office *Sept. 20, 1934.*

Surveyor's Report on the **New Engines, Boilers, and Auxiliary Machinery of the** ^{Single Triple} ~~Twin~~ ^{Quadruple} ~~Double~~ **Screw** *MS PULAU KIDITANG*

Official No. *159456* Port of Registry *HONG KONG*

Registered Owners *SOON BEE S S CO SINGAPORE LTD*

Engines Built by *"DEUTZ"*

at *HAMBURG*

Main Boilers Built by *—*

at *—*

Donkey " " *—*

at *—*

Date of Completion *1936*

First Visit *25/5/36* Last Visit *12/12/36* Total Visits



RECIPROCATING ENGINES.

Works No. No. of Sets Description

No. of Cylinders each Engine No. of Cranks

Diars. of Cylinders Stroke

Cubic feet in each L.P. Cylinder

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.?

" " " each Receiver?

Type of H.P. Valves,

" 1st I.P. "

" 2nd I.P. "

" L.P. "

" Valve Gear

" Condenser Cooling Surface sq. ft.

Diameter of Piston Rods (plain part) Screwed part (bottom of thread)

Material "

Diar. of Connecting Rods (smallest part) Material

" Crosshead Gudgeons Length of Bearing Material

No. of Crosshead Bolts (each) Diar. over Thrd. Thrds. per inch Material

" Crank Pin " " " "

" Main Bearings Lengths

" Bolts in each Diar. over Thread Threads per inch Material

" Holding Down Bolts, each Engine Diar. No. of Metal Chocks

Are the Engines bolted to the Tank Top or to a Built Seat?

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside?

If not, how are they fitted?

Connecting Rods, Forged by

Piston " " Type of Turbine

Crossheads, No. of I.P. No. of L.P.

Connecting Rods, Finished by *Humboldt Daimlermotoren A.S.*

Piston " " the Propeller Shaft driven direct by the Turbine or through Gearing?

Crossheads, " the Single or Double Reduction Gear employed?

Date of Harbour Trial

" Trial Trip

Trials run at

Were the Engines tested to full power under Sea-going conditions?

If so, what was the L.H.P.? Revols. per min.

Pressure in 1st I.P. Receiver, — lbs., 2nd I.P., — lbs., L.P., — lbs., Vacuum, — ins.

Speed on Trial

If the Conditions on Trial were such that full power records were not obtained give the following estimated

data:—

Builders' estimated L.H.P. Revols. per min.

Estimated Speed



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TURBINE ENGINES.

Works No.	Type of Turbines		
No. of H.P. Turbines	No. of I.P.	No. of L.P.	No. of Astern
Are the Propeller Shafts driven direct by the Turbines or through Gearing?			
Is Single or Double Reduction Gear employed?			
Diam. of 1st Reduction Pinion	} Width	Pitch of Teeth	
" 1st " Wheel			
Estimated Pressure per lineal inch			
Diam. of 2nd Reduction Pinion	} Width	Pitch of Teeth	
" 2nd " Wheel			
Estimated Pressure per lineal inch			
Revs. per min. of H.P. Turbines at Full Power			S.H.P.
" " " I.P. " " "			
" " " L.P. " " "			
" " " 1st Reduction Shaft			
" " " 2nd " "			
" " " Propeller Shaft			
Total Shaft Horse Power			
Date of Harbour Trial			
" Trial Trip			
Trials run at			
Speed on Trial	Knots.	Propeller Revs. per min.	S.H.P.
Turbine Spindles forged by			
" Wheels forged or cast by			
Reduction Gear Shafts forged by			
" Wheels forged or cast by			

DESCRIPTION OF INSTALLATION.

MAIN ENGINE

SOLID INJECTION DEUTZ-DIESEL-MARINE ENGINE,
COLD STARTING, FOUR-STROKE, FULL DIESEL,
TYPE R.V.6.M. 345,
WITH ONE COOLING WATER & ONE BILGE PUMP FITTED

PARTICULARS

Nº OF CYLINDERS 6
DIAMETER OF CYLINDER 280 M/M.
STROKE 450 M/M.
OUTPUT: NORMAL 275 BHP, TEMPORARILY 330 BHP.
REVOLUTIONS PER MINUTE 275.

ONE-SET-OFF



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TURBO-ELECTRIC PROPELLING MACHINERY.

No. of Turbo-Generating Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafting

Are the Propeller Shafts driven direct by the Motors or through Gearing?

Is Single or Double Reduction Gear employed?

Description of Motors

Diar. of 1st Reduction Pinion

Width

Pitch of Teeth

" 1st " Wheel

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

Width

Pitch of Teeth

" 2nd " Wheel

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" Motors "

" 1st Reduction Shaft

" 2nd "

" Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.E.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

DESCRIPTION OF INSTALLATION.



SHAFTING.

Are the Crank Shafts Built or Solid?

No. of Lengths in each Angle of Cranks

Diar. by Rule Actual In Way of Webs

" of Crank Pins Length between Webs

Greatest Width of Crank Webs Thickness

Least " " " " " "

Diar. of Keys in Crank Webs Length

" Dowels in Crank Pins Length Screwed or Plain

No. of Bolts each Coupling Diar. at Mid Length Diar. of Pitch Circle

Greatest Distance from Edge of Main Bearing to Crank Web

Type of Thrust Blocks

No. " Rings

Diar. of Thrust Shafts at bottom of Collars No. of Collars

" " Forward Coupling At Aft Coupling

Diar. of Intermediate Shafting by Rule 4'2" Actual 4³/₄" No. of Lengths 3

No. of Bolts, each Coupling 6 Diar. at Mid Length 1¹/₈" Diar. of Pitch Circle 8¹/₄"

Diar. of Propeller Shafts by Rule 4'6"8" Actual 5¹/₂" At Couplings 5"

Are Propeller Shafts fitted with Continuous Brass Liners? YES.

Diar. over Liners 6³/₈" Length of After Bearings 2'8"

Of what Material are the After Bearings composed?

Are Means provided for lubricating the After Bearings with Oil? NO.

" " to prevent Sea Water entering the Stern Tubes?

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.



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No. of Blades each Propeller

FOUR

Fitted or Solid?

SOLID.

Material of Blades

PROPELLER

Boss

BRONZE

Diam. of Propellers

5'-7 $\frac{1}{2}$ "

Pitch

AT TIP 3'-2 $\frac{3}{4}$ "
AT BOSS 2'-5 $\frac{1}{2}$ "

Surface (each)

S. ft.

Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

Crank Shafts Forged by

L. Kupperman?

Material

Pins

Webs

Thrust Shafts

Intermed.,

Propeller

Crank Finished by

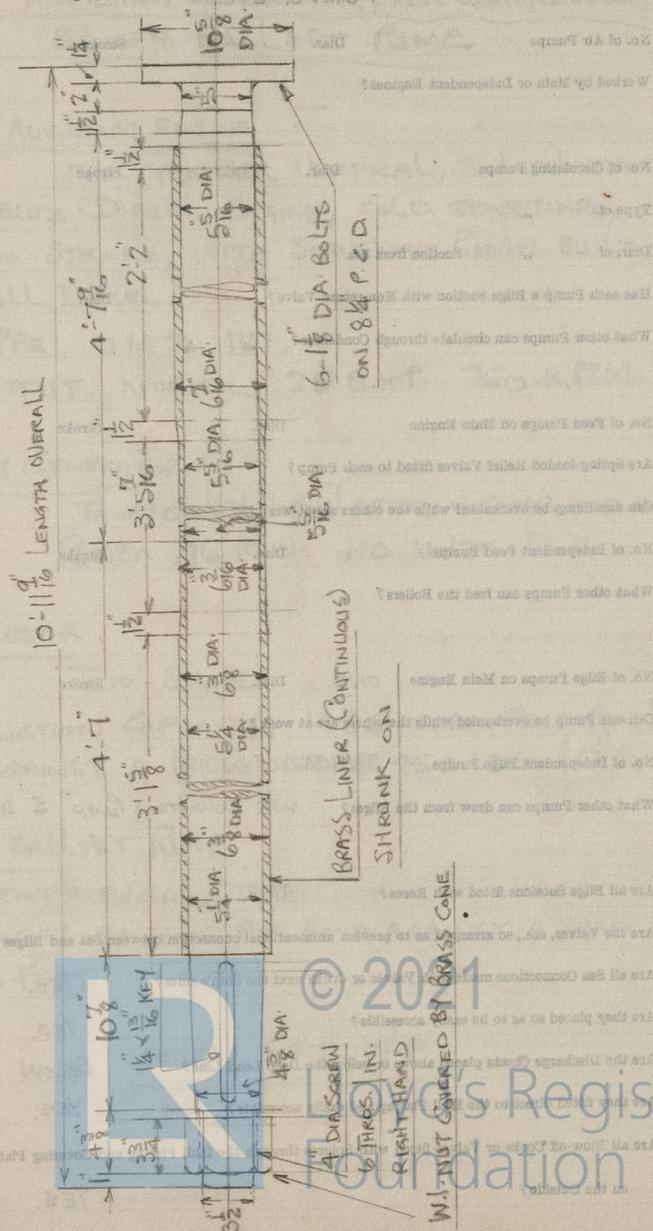
Thrust

Intermed.,

Propeller

STAMP MARKS ON SHAFTS.

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC.

No. of Air Pumps — Diar. — Stroke

Worked by Main or Independent Engines?

No. of Circulating Pumps Diar. Stroke

Type of „

Diar. of „ Suction from Sea

Has each Pump a Bilge Suction with Non-return Valve? Diar.

What other Pumps can circulate through Condenser?

No. of Feed Pumps on Main Engine Diar. Stroke

Are Spring-loaded Relief Valves fitted to each Pump?

Can one Pump be overhauled while the others are at work?

No. of Independent Feed Pumps Diar. Stroke

What other Pumps can feed the Boilers?

No. of Bilge Pumps on Main Engine ONE Diar. Stroke

Can one Pump be overhauled while the others are at work?

No. of Independent Bilge Pumps THREE

What other Pumps can draw from the Bilges? ONE DOWNTON PUMP 5" DIA. x 4" STROKE

Are all Bilge Suctions fitted with Roses? YES.

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges? YES.

Are all Sea Connections made with Valves or Cocks next the Ship's sides? YES.

Are they placed so as to be easily accessible? YES.

Are the Discharge Chests placed above or below the Deep Load Line? BELOW

Are they fitted direct to the Hull Plating and easily accessible? YES.

Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Flanges on the Outside? YES.

AUXILIARY GENERATOR, AIR COMPRESSOR,
BILGE & BALLAST PUMP.SECOND AUXILIARY ENGINETWO-CYLINDER, VERTICAL, SOLID INJECTION
DEUTZ-DIESEL ENGINE, COLD STARTING,
TWO-STROKE, WITH SCAVENGE PUMP BUILT ON,
FULL DIESEL.

TYPE OMZ 117.

OUTPUT: NORMAL 25 B.H.P. 750 R.P.M.

AUXILIARY GENERATORTROPICALLY INSULATED & COMPOUND WOUND,
POWER 16 K.W. 110 VOLTS D.C.COMPRESSOR

TWO-STAGE.

SUCTION CAPACITY: 1485 CUBIC FEET PER HOUR
AGAINST A PRESSURE OF 450 LBS. / Q".BILGE & BALLAST PUMP

CENTRIFUGAL TYPE.

CAPACITY 30 TONS PER HOUR AGAINST A HEAD OF
35 FEET

ONE - SET - OFF

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BOILERS.

Works No.

No. of Boilers Type

Single or Double-ended

No. of Furnaces in each

Type of Furnaces

Date when Plan approved

Approved Working Pressure

Hydraulic Test Pressure

Date of Hydraulic Test

when Safety Valves set

Pressure at which Valves were set

Date of Accumulation Test

Maximum Pressure under Accumulation Test

System of Draught

Can Boilers be worked separately?

Makers of Plates

Stay Bars

Rivets

Furnaces

Greatest Internal Diam. of Boilers

Length

Square Feet of Heating Surface each Boiler

Grate

No. of Safety Valves each Boiler

Rule Diam.

Actual

Are the Safety Valves fitted with Easing Gear?

No. of Pressure Ganges, each Boiler

No. of Water Gauges

Test Cocks

Salinometer Cocks



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Thickness of End Plates in Steam Space Approved

" " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " " Approved Threads per Inch

" " " " " in Boilers "

Material of " " "

How are Stays Secured?

Diar. and Thickness of Loose Washers on End Plates

" " " Riveted " " "

Width " " Doubling Strips "

Thickness of Middle Back End Plates Approved

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at " " " "

Diar. of Stays Approved Threads per Inch

" " " in Boilers "

Material "

Are Stays fitted with Nuts outside?

Thickness of Back End Plates at Bottom Approved

" " " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces



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Diar. of Stays Approved Threads per Inch

 " " in Boilers

Material ..

Thickness of Front Tube Plates Approved

 " " " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in " " "

 " Stay Tubes at " " "

Are Stay Tubes fitted with Nuts at Front End ?

Thickness of Back Tube Plates Approved

 " " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

 " Plain "

Thickness of Stay Tubes

 " Plain "

External Diar. of Tubes

Material ..

Thickness of Furnace Plates Approved

 " " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

Thickness of " " Tops Approved

 " " " in Boilers

Pitch of Screwed Stays in C.C. Tops

Threads per Inch Diar. of Screwed Stays Approved

 " " " in Boilers

Material ..

Thickness of Combustion Chamber Walls Approved

 " " " in Boilers

Pitch of Screwed Stays in C.C. Tops

Diar. " " Approved Threads per Inch

 " " " in Boilers

Material ..

Thickness of Combustion Chamber Walls Approved

 " " " in Boilers

Pitch of Screwed Stays in C.C. Tops

Diar. " " Approved Threads per Inch

 " " " in Boilers

Material ..

Are all Screwed Stays fitted with Nuts at Front End ?

Thickness of Combustion Chamber Walls

No. of Stays over each Wing Chamber

Centre

Depth and Thickness of Girders

Material of Tubes

No. of stays in each

No. of stays over each

Material of Tubes

Centre



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Diar. of Screwed Stays Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Sides

Diar. " " Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Backs

Diar. " " Approved Threads per Inch

" " " in Boilers

Material " "

Are all Screwed Stays fitted with Nuts inside C.C.?

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

" " " Centre "

Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Tubes, each Boiler

Size of Lower Manholes

VERTICAL DONKEY BOILERS

No. of Boilers
 Type
 Diameter of Dia.
 Height
 Height of Boiler Crown above the Grate
 The Boiler Crown Flat or Dished?
 Internal Radius of Dished Ends
 Description of seams in Boiler Crown
 Pitch
 Diameter of Rivet Holes
 Height of Ribbed Crown above the Grate
 The Ribbed Crown Flat or Dished?
 External Radius of Dished Crown
 Thickness of Plates
 No. of Crown Stays
 Internal Dia. of Ribbed at Top
 Bottom
 Thickness of Plates
 No. of Water Tubes
 Internal of Water Tubes
 Size of Manhole in Shell
 Dimensions of Combustion Box
 Heating surface, each boiler
 (Gross Surface)

SUPERHEATERS



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VERTICAL DONKEY BOILERS.

No. of Boilers Type

Greatest Int. Diar. Height

Height of Boiler Crown above Fire Grate

Are Boiler Crowns Flat or Dished ?

Internal Radius of Dished Ends Thickness of Plates

Description of Seams in Boiler Crowns

Diar. of Rivet Holes Pitch Width of Overlap

Height of Firebox Crowns above Fire Grate

Are Firebox Crowns Flat or Dished ?

External Radius of Dished Crowns Thickness of Plates

No. of Crown Stays Diar. Material

External Diar. of Firebox at Top Bottom Thickness of Plates

No. of Water Tubes Ext. Diar. Thickness

Material of Water Tubes

Size of Manhole in Shell

Dimensions of Compensating Ring

Heating Surface, each Boiler Grate Surface

SUPERHEATERS.

Description of Superheaters

Where situated ?

Which Boilers are connected to Superheaters?

Can Superheaters be shut off while Boilers are working ?

No. of Safety Valves on each Superheater Diar.

Are ,, fitted with Easing Gear ?

Date of Hydraulic Test Test Pressure

Date when Safety Valves set Pressure on Valves

MAIN STEAM PIPES



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MAIN STEAM PIPES.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

MAIN GENERATORMAIN AUXILIARY ENGINE

TWO-CYLINDER, VERTICAL, SOLID INJECTION
 DEUTZ-DIESEL ENGINE, COLD STARTING, TWO-STROKE,
 WITH SCAVENGE PUMP BUILT ON, FULL DIESEL,
 TYPE: OM Z 122.
 OUTPUT: NORMAL 36 B.H.P. 600 R.P.M.

GENERATOR

TROPICALLY INSULATED & COMPOUND WOUND.
 POWER 22 K.W. 110 VOLTS D.C.

ONE-SET-OFFEMERGENCY AIR COMPRESSORENGINE

SINGLE CYLINDER, HORIZONTAL, SOLID INJECTION
 DEUTZ DIESEL ENGINE, COLD STARTING,
 FOUR STROKE, FULL DIESEL,
 TYPE M.A.H.-611.
 OUTPUT: NORMAL 5 B.H.P. 1400 R.P.M.

COMPRESSOR

TWO-STAGE
 SUCTION CAPACITY 565 CUBIC FEET PER HOUR
 AGAINST A PRESSURE OF 450 LBS. PER SQ. IN.

ONE-SET-OFF

EVAPORATORS.

No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test

FEED WATER FILTERS.

No.	Type	Size
Makers		
Working Pressure	Test Pressure	Date of Test

LIST OF DONKEY PUMPS.

BILGE & BALLAST PUMP
 ELECTRICALLY DRIVEN, "CENTRIFUGAL" TYPE, BY DEULTZ & CO LTD
 CAPACITY 30 TONS PER HOUR AGAINST A HEAD OF 50 FEET.
 SUCTION BRANCH 3 $\frac{3}{8}$ "
 DISCHARGE BRANCH 3 $\frac{3}{8}$ "

SANITARY PUMP
 ELECTRICALLY DRIVEN, "CENTRIFUGAL" TYPE BY DEULTZ & CO LTD
 CAPACITY 20 TONS PER HOUR AGAINST A HEAD OF 50 FEET.
 SUCTION BRANCH 2"
 DISCHARGE BRANCH 2"

MOTOR FOR ABOVE PUMPS.
 10 B.H.P. 110 VOLTS D.C.

TWO-SETS OFF

HAND OIL FUEL TRANSFER PUMP
 SEMI-ROTARY TYPE.
 SUCTION & DISCHARGE BRANCH 2" BORE



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SPARE GEAR

No. of Top End Bolts.	No. of Bot. End Bolts.	No. of Cylinder Cover Studs
„ Coupling Bolts 6	„ Main Bearing Bolts	„ Valve Chest „
„ Junk Ring Bolts	„ Feed Pump Valves	„ Bilge Pump Valves
„ H.P. Piston Rings	„ I.P. Piston Rings	„ L.P. Piston Rings
„ „ Springs	„ „ Springs	„ „ Springs
„ Safety Valve „	„ Fire Bars	„ Feed Check Valves
„ Piston Rods	„ Connecting Rods	„ Valve Spindles
„ Air Pump Rods	„ Air Pump Buckets	„ Air Pump Valves
„ Cir. „	„ Cir. „	„ Cir. „
„ Crank Shafts	„ Crank Pin Bushes	„ Crosshead Bushes
„ Propeller Shafts ONE	„ Propellers ONE	„ Propeller Blades
„ Boiler Tubes	„ Condenser Tubes	„ Condenser Ferrules

OTHER ARTICLES OF SPARE GEAR:—

MAIN ENGINE SPARE GEARS AS SUPPLIED BY THE MAIN ENGINE MAKERS

AUXILIARY ENGINES SPARE GEARS AS SUPPLIED BY THE AUXILIARY ENGINE MAKERS

DOUBLE CARGO WINCH

ELECTRICALLY DRIVEN, TOTALLY ENCLOSED TYPE.
BY DEUTZ & CO LTD

FITTED WITH 2 WARPING DRUMS

CAPACITY. 1½ TONS AT 85 FEET PER MINUTE (ONE DRUM)
3 TONS AT 85 " " " (2 DRUMS)

MOTOR 16/20 B.H.P. 110 VOLTS D.C.

ONE-OFF FOR FORWARD HOLD
ONE-OFF FOR AFT. HOLD

WINDLASS

ELECTRICALLY DRIVEN, DIRECT REVERSIBLE TYPE.
BY DEUTZ & CO LTD

CAPACITY - LIFT 2-8 CENTS ANCHORS & TWO 7/8
STUD LINK CABLES EACH 30 FATHOMS LONG
AT A SPEED OF 40-45 FEET PER MINUTE
OR ALTERNATIVELY ONE ANCHOR & 4 1/2 FATHOMS
OF CHAIN AT A SPEED OF 60-65 FT./MIN.

MOTOR

12 B.H.P. 110 VOLTS D.C.

ONE-OFF

Positions of Auxiliary Switch Boards, with No. of Switches on each

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " each Auxiliary Circuit

Wherever a Cable is reduced in size

To each Lamp Circuit

To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted

Are the Fuses of Standard Sizes?

Are all Switches and Out-outs constructed of Non-inflammable Material?

Are they placed so as to be always and easily accessible?

Smallest Single Wire used, No. S.W.G., Largest, No. S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

" Saloons, State Rooms, &c., " ?

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

(2) " " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables is unimpaired? *yes*

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces? *yes*

Are all Hull Connections for Single-Wire Systems made with Screws of large Surface? *yes*

Are the Dynamos, Motors, Main and Branch Cables, so placed that the Compasses are not injuriously affected by them? *yes*

Have Tests been made to prove that this condition has been satisfactorily fulfilled? *yes*

Has the Insulation Resistance over the whole system been tested? *yes*

What does the Resistance amount to?

Ohms,

Is the Installation supplied with a Voltmeter? *yes*

" " " an Ampere Meter? *yes*

Date of Trial of complete Installation *8/12/36* Duration of Trial *AM - PM*

Have all the requirements of Section 42 been satisfactorily carried out? *As far as possible*



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GENERAL CONSTRUCTION.

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans?

If not, give details of the points of difference and state when these were sanctioned by the Chief

Surveyor.

Have tests been made to prove that the condition has been satisfactorily fulfilled?

Has the installation been tested over the whole system?

What was the total amount of the

in the installation supplied with

an Ampere Meter?

Date of trial of complete installation

Have all the requirements of Section 42 been satisfactorily carried out?

Are the materials used in the construction of engines and boilers, so far as could be seen, sound and

trustworthy?

Is the workmanship throughout thoroughly satisfactory?

The above correctly describes the machinery of the *PULAU KIDTANG*

as ascertained by ^{me} from personal examination

What special provisions to provide in the following cases?

(1) Obstructions caused by fire or steam

(2) ...

Alan W. Blood
 Engineer Surveyor to the British Corporation for the
 Survey and Registry of Shipping.

Fees—

MAIN BOILERS. £ . s. d.

H.S. Sq. ft. : :

G.S. " : :

DONKEY BOILERS.

H.S. Sq. ft. : :

G.S. " : :

£ : :

ENGINES.

L.P.C. Cub. ft. : :

£ : :

Testing, &c. ... : :

£ : :

Expenses ... : :

Total ... £ : :

It is submitted that this Report be approved.

Alan W. Blood
 Chief Surveyor.

22 SEP 1937

Approved by the Committee for the Class of M.B.S.* on the

22nd September 1937



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 Secretary.

Fees advised

Fees paid

NOTICE TO CONTRIBUTORS

MANUSCRIPTS should be sent to the Editor, Lloyd's Register, 15, Abchurch Lane, London, E.C. 4.

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It is requested that this Report be approved.

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22 SEP 1937

Approved by the Committee for the Class of Members of the Institute of Actuaries.

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