

TRANSFERRED TO:
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No. 1762

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. *1972* No. in Register Book *3303*

S.S. *"MOYALLON"*

Makers of Engines *THE AILSA SHIPBUILDING CO. LTD. TROON*

Works No. *134*

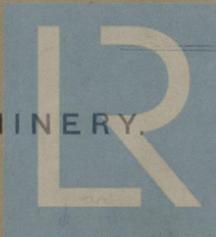
Makers of Main Boilers *THE FORTH S. & E. CO. LTD.*

Works No. *1870*

Makers of Donkey Boiler *NONE*

Works No. *✓*

MACHINERY



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No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. 1972 No. in Register Book 3303

Received at Head Office

18th December 1926.

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ~~Single Triple~~ ~~Twin Quadruple~~ Screw STEAMSHIP

— "MOYALLON" —

Official No.

Port of Registry

BELFAST

Registered Owners

R. & D.A. DUNCAN LTD.

Engines Built by

THE AILSA SHIPBUILDING CO. LTD. TROON

at

TROON

Main Boilers Built by

THE FORTH S. & E. CO. LTD.

at

GOVAN, GLASGOW.

Donkey

NONE

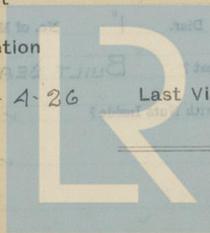
at

Date of Completion

First Visit 2-4-26

Last Visit 7-8-26

Total Visits 20



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RECIPROCATING ENGINES.

Works No. 134 No. of Sets ONE Description

TRIPLE EXPANSION. SURFACE CONDENSING. DIRECT ACTING.

No. of Cylinders each Engine 3 No. of Cranks 3
 Diars of Cylinders $9\frac{1}{2}$ " $15\frac{1}{2}$ " 26 " Stroke 18"
 Cubic feet in each L.P. Cylinder 553
 Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr? YES
 " " " each Receiver? TO TOP OF I.P. & L.P. ONLY
 Type of H.P. Valves, PISTON
 " 1st I.P. " COMMON SLIDE
 " 2nd I.P. " "
 " L.P. " DO.
 " Valve Gear STEPHENSON'S LINK MOTION
 " Condenser IRON, CAST WITH I.P. COLUMN Cooling Surface 320 sq. ft.
 Diameter of Piston Rods (plain part) $2\frac{3}{4}$ " Screwed part (bottom of thread) 2"
 Material " INGOT STEEL
 Diar. of Connecting Rods (smallest part) $2\frac{3}{4}$ " Material INGOT STEEL
 " Crosshead Gudgeons $2\frac{3}{4}$ " Length of Bearing $2\frac{3}{4}$ " Material DO.
 No. of Crosshead Bolts (each) 4 Diar. over Thrd. $1\frac{1}{4}$ " Thrds. per inch Material STEEL
 " Crank Pin " " 2 " $1\frac{1}{2}$ " " " DO.
 " Main Bearings 6 Lengths $5\frac{1}{2}$ "
 " Bolts in each 2 Diar. over Thread $1\frac{1}{2}$ " Threads per inch Material STEEL
 " Holding Down Bolts, each Engine 38 Diar. 1" No. of Metal Chocks 38
 Are the Engines bolted to the Tank Top or to a Built Seat? BUILT SEAT
 Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? ✓
 If not, how are they fitted? ✓

M.W. ROBERTSON & C. L^{TD}. AVON STEEL WORKS
 GLENPARK ST. DENNISTOUN. GLASGOW.

Connecting Rods, Forged by DO.
 Piston " " DO.
 Crossheads, " " DO.
 Connecting Rods, Finished by THE AILSA SHIPBUILDING CO. L^{TD}
 Piston " " DO.
 Crossheads, " " DO.
 Date of Harbour Trial
 " Trial Trip NONE.
 Trials run at
 Were the Engines tested to full power under Sea-going conditions?
 If so, what was the I.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 I.H.P. 300 Revols. per min. 170
 Estimated Speed $8\frac{1}{2}$ KNOTS.



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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

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 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.H.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? **BUILT**

No. of Lengths in each **ONE**

Diar. by Rule **4.987"** Actual **5 1/8"** Angle of Cranks **120°**

" of Crank Pins **5 1/8"** In Way of Webs **5 1/4"**

Greatest Width of Crank Webs **9 3/4"** Length between Webs **5 3/8"**

Least " " **9 3/4"** Thickness **3 1/4"**

Diar. of Keys in Crank Webs **1"** Length **2"**

" Dowels in Crank Pins **NONE** Length - Screwed or Plain **W-**

No. of Bolts each Coupling **4** Diar. at Mid Length **1 3/8"** Diar. of Pitch Circle **9"**

Greatest Distance from Edge of Main Bearing to Crank Web **CLEARANCE**

Type of Thrust Blocks **HORSESHOE**

No. " Rings **3**

Diar. of Thrust Shafts at bottom of Collars **5 1/8"** No. of Collars **3**

" " Forward Coupling **5 1/8"** At Aft Coupling **5 1/8"**

Diar. of Intermediate Shafting by Rule **NONE** Actual - No. of Lengths -

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

Diar. of Propeller Shafts by Rule **5 3/8"** Actual **5 3/4"** At Couplings **5 7/8"**

Are Propeller Shafts fitted with Continuous Brass Liners? **YES**

Diar. over Liners **6 3/4" & 6 1/8"** Length of After Bearings **1' 11"**

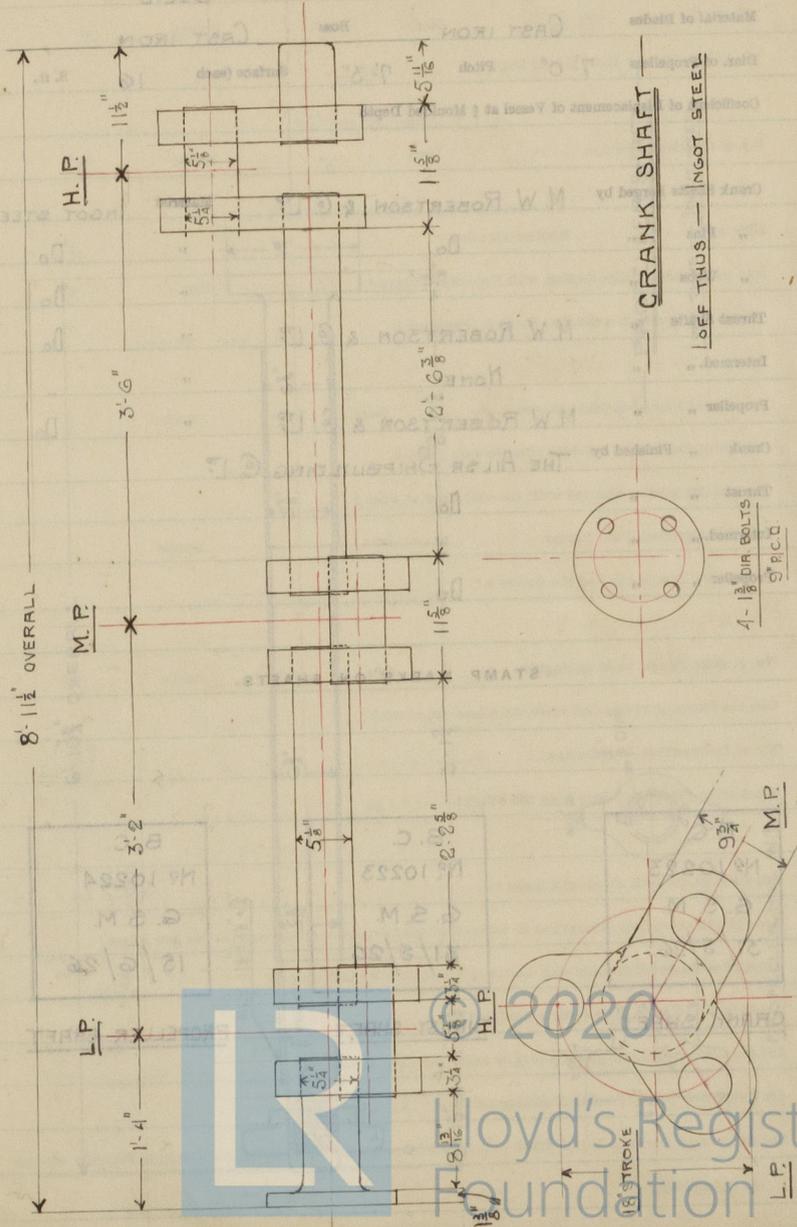
Of what Material are the After Bearings composed? **BRASS & LIGNUMVITAE**

Are Means provided for lubricating the After Bearings with Oil? **No**

" " to prevent Sea Water entering the Stern Tubes? **No**

If so, what Type is adopted? -

SKETCH OF CRANK SHAFT.



LOOKING FOR:

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No. of Blades each Propeller **A** Fitted or Solid? **SOLID**
 Material of Blades **CAST IRON** Boss **CAST IRON**
 Diam. of Propellers **7' 0"** Pitch **7' 3"** Surface (each) **16** S. ft.
 Coefficient of Displacement of Vessel at $\frac{2}{3}$ Moulded Depth

Crank Shafts Forged by		Material	
	M. W. ROBERTSON & CO. LTD		INGOT STEEL
" Pins "	Do.	"	Do
" Webs "		"	Do
Thrust Shafts	M. W. ROBERTSON & CO. LTD	"	Do
Intermed. "	NONE	"	
Propeller "	M. W. ROBERTSON & CO. LTD	"	Do
Crank " Finished by	THE AILSA SHIPBUILDING CO. LTD		
Thrust " "	Do.		
Intermed. " "			
Propeller " "	Do.		

STAMP MARKS ON SHAFTS.

B. C.
 No 10223
 G. S. M.
 31/5/26

CRANK SHAFT

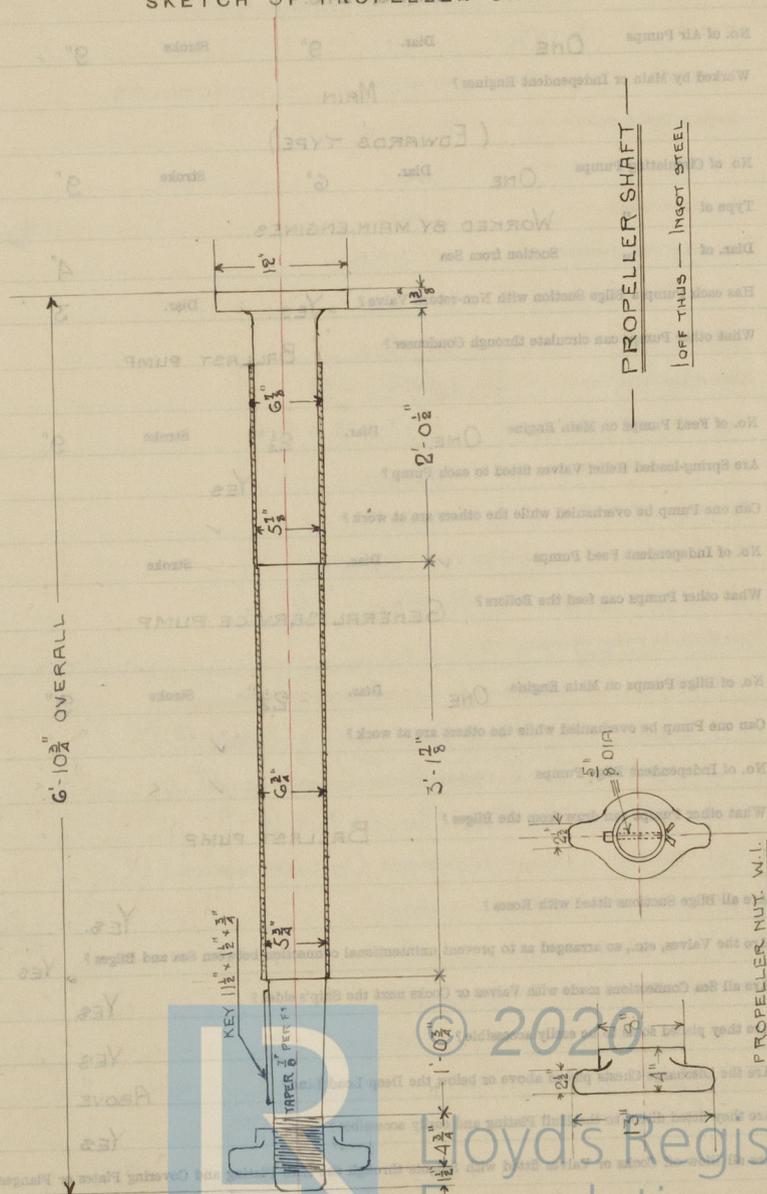
B. C.
 No 10223
 G. S. M.
 31/5/26

THRUST SHAFT

B. C.
 No 10224
 G. S. M.
 15/6/26

PROPELLER SHAFT

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC. SKETCH OF SHIP

No. of Air Pumps ONE Diar. 9" Stroke 9"

Worked by Main or Independent Engines? MAIN
(EDWARDS TYPE)

No. of Circulating Pumps ONE Diar. 6" Stroke 9"

Type of " WORKED BY MAIN ENGINES

Diar. of " Suction from Sea 4"

Has each Pump a Bilge Suction with Non-return Valve? YES Diar. 3"

What other Pumps can circulate through Condenser? BALLAST PUMP

No. of Feed Pumps on Main Engine ONE Diar. 2 1/2" Stroke 9"

Are Spring-loaded Relief Valves fitted to each Pump? YES

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? GENERAL SERVICE PUMP

No. of Bilge Pumps on Main Engine ONE Diar. 2 1/2" Stroke 9"

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

No. of Independent Bilge Pumps ✓

What other Pumps can draw from the Bilges? BALLAST PUMP

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? ABOVE

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



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BOILERS.

Works No. 1870

No. of Boilers ONE Type CYLINDRICAL, MULTITUBULAR.

Single or Double-ended SINGLE

No. of Furnaces in each TWO

Type of Furnaces PLAIN

Date when Plan approved 18-3-26

Approved Working Pressure 180 LBS.

Hydraulic Test Pressure 320 LBS.

Date of Hydraulic Test 16-6-26

" when Safety Valves set 7-8-26

Pressure at which Valves were set 185 LBS.

Date of Accumulation Test 7-8-26

Maximum Pressure under Accumulation Test 187 LBS.

System of Draught NATURAL

Can Boilers be worked separately?

Makers of Plates W^M BEARDMORE & C. L^{TD}. (GLASGOW) & D. COLVILLE & SONS, L^{TD}. (MOTHERWELL)
~~THE STEEL CO. OF SCOTLAND, L^{TD}~~

Furnace do. THE PARK GATE IRON & STEEL CO. L^{TD}
 D. COLVILLE & SONS, L^{TD}

Stay Bars ~~THE STEEL CO. OF SCOTLAND, L^{TD}~~

Rivets THE RIVET, BOLT & NUT CO. L^{TD}

Furnaces JOHN THOMPSON (WOLVERHAMPTON) L^{TD}

Greatest Internal Diam. of Boilers 10'-6"

" " Length " 10'-0"

Square Feet of Heating Surface each Boiler 940

" " Grate " " 3325

No. of Safety Valves each Boiler ONE Rule Diam. 2" Actual 2"

Are the Safety Valves fitted with Easing Gear? YES.

No. of Pressure Gauges, each Boiler ONE No. of Water Gauges ONE

" Test Cocks " 3 " Salinometer Cocks ONE

STAMP MARKS ON BOILER

B.C. TEST
 N° 4943
 T.P. 320 LBS.
 W.P. 180 LBS.
 G. S. M.
 16/6/26



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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars?	PILLARS
Are the Water Gauge Pillars fitted direct to the Boiler Shells or connected by Pipes?	PIPES
Are these Pipes connected to Boilers by Cocks or Valves?	COCKS
Are Blow-off Cocks or Valves fitted on Boiler Shells?	VALVES
No. of Strakes of Shell Plating in each Boiler	ONE
Plates in each Strake	TWO
Thickness of Shell Plates Approved	$\frac{7}{8}$ "
" " in Boilers	$\frac{7}{8}$ "
Are the Rivets Iron or Steel?	STEEL
Are the Longitudinal Seams Butt or Lap Joints?	BUTT
Are the Butt Straps Single or Double?	DOUBLE
Are the Double Butt Straps of equal width?	YES
Thickness of outside Butt Straps	$\frac{11}{16}$ "
" inside "	$\frac{13}{16}$ "
Are Longitudinal Seams Hand or Machine Riveted?	MACHINE
Are they Single, Double, or Treble Riveted?	TREBLE
No. of Rivets in a Pitch	5
Diar. of Rivet Holes $\frac{15}{16}$ " Pitch	$6\frac{7}{8}$ "
No. of Rows of Rivets in Centre Circumferential Seams	✓
Are these Seams Hand or Machine Riveted?	✓
Diar. of Rivet Holes Pitch	✓
No. of Rows of Rivets in Front End Circumferential Seams	2
Are these Seams Hand or Machine riveted?	HAND
Diar. of Rivet Holes $\frac{15}{16}$ " Pitch	$3\frac{1}{4}$ "
No. of Rows of Rivets in Back End Circumferential Seams	2
Are these Seams Hand or Machine Riveted?	MACHINE
Diar. of Rivet Holes $\frac{15}{16}$ " Pitch	$3\frac{1}{4}$ "
Size of Manholes in Shell	$16" \times 12"$
Dimensions of Compensating Rings	$2\frac{1}{3}" \times 2\frac{1}{7}" \times \frac{1}{8}"$



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Diar. of Stays Approved	$2\frac{3}{8}$ "	Threads per Inch	6
" " in Boilers	$2\frac{3}{8}$ "		6
Material "			STEEL
Thickness of Front Tube Plates Approved			$\frac{27}{32}$ "
" " " " in Boilers			$\frac{27}{32}$ "
Pitch of Stay Tubes at Spaces between Stacks of Tubes			$4\frac{3}{8}$ " & $8\frac{3}{4}$ "
Thickness of Doublings in " " "			
" Stay Tubes at " " "			$\frac{5}{16}$ " & $\frac{3}{8}$ "
Are Stay Tubes fitted with Nuts at Front End?			4 WITH NUTS, 38 WITHOUT
Thickness of Back Tube Plates Approved			$\frac{25}{32}$ "
" " " in Boilers			$\frac{25}{32}$ "
Pitch of Stay Tubes in Back Tube Plates			VARIOUS
" Plain "			$4\frac{3}{8}$ "
Thickness of Stay Tubes			$\frac{5}{16}$ " & $\frac{3}{8}$ "
" Plain "			9 W.G.
External Diar. of Tubes			$3\frac{1}{2}$ "
Material "			LAPWELDED IRON
Thickness of Furnace Plates Approved			$\frac{23}{32}$ "
" " " in Boilers			$\frac{23}{32}$ "
Smallest outside Diar. of Furnaces			$3' - 3\frac{7}{16}"$
Length between Tube Plates			6'-6"
Width of Combustion Chambers (Front to Back)			$2' - 7\frac{9}{16}"$
Thickness of " " Tops Approved			$\frac{21}{32}$ "
" " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in O.C. Tops			$7\frac{1}{2}" \times 10"$



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Diam. of Screwed Stays Approved	$\frac{5}{8}$ "	Threads per Inch	9
" " " in Boilers	$\frac{5}{8}$ "		9
Material " "			STEEL
Thickness of Combustion Chamber Sides Approved			$\frac{21}{32}$ "
" " " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Sides			8" x 10"
Diam. " " Approved	$\frac{5}{8}$ "	Threads per Inch	9
" " " in Boilers			
Material " "			STEEL
Thickness of Combustion Chamber Backs Approved			$\frac{21}{32}$ "
" " " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Backs			8 $\frac{1}{2}$ x 8 $\frac{3}{4}$ "
Diam. " " Approved	$\frac{3}{4}$ " & $\frac{5}{8}$ "	Threads per Inch	9
" " " in Boilers	$\frac{3}{4}$ " & $\frac{5}{8}$ "		9
Material " "			STEEL
Are all Screwed Stays fitted with Nuts inside C.O.?			YES
Thickness of Combustion Chamber Bottoms			$\frac{21}{32}$ "
No. of Girders over each Wing Chamber			5
" " " Centre "			✓
Depth and Thickness of Girders			7 $\frac{1}{2}$ " x $\frac{3}{2}$ "
Material of Girders			STEEL
No. of Stays in each			2
No. of Tubes, each Boiler	82 PLAIN, 50 STAY,	132 TOTAL	
Size of Lower Manholes		16" x 12"	

VERTICAL DONKEY BOILERS

No. of Boilers	Type	
General Lat. Diam.	Height	
Height of Boiler Crown above Fire Grate	Are Boiler Crowns Flat or Dished?	
Internal Radius of Dished Ends	Thickness of Plates	
Description of Joints in Boiler Crown	Diam. of Rivet Holes	
Height of Firebox Crown above Fire Grate	Are Firebox Crowns Flat or Dished?	
External Radius of Dished Crowns	Thickness of Plates	
No. of Crown Stays	Material	
Internal Diam. of Firebox at Top	Thickness of Plates	
No. of Water Tubes	Lat. Diam.	
Material of Water Tubes		
Size of Manholes at Shell		
Thickness of Compendular Head		
Height between each boiler		

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	ONE		
Material	COPPER		
Brazed, Welded or Seamless	SEAMLESS		
Internal Diam.	3"		
Thickness	8 W.G. ($\frac{5}{32}$ " F)		
How are Flanges secured?	BRAZED		
Date of Hydraulic Test	2-8-26		
Test Pressure	360 LBS.		
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			



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EVAPORATORS.

No.	Type	Tons per Day
	NONE.	
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

No.	Type	
	NONE	
Makers		
Working Pressure	Test Pressure	Date of Test

FEED WATER FILTERS.

No.	Type	Size
	NONE	
Makers		
Working Pressure	Test Pressure	Date of Test

LIST OF DONKEY PUMPS.

BALLAST PUMP 1. D.A. THOM, LAMONT & CO. L^{td}. N^o: 13502. 5" x 5" x 6"
 SUCTIONS:- SEA. BILGES. SEPARATE BILGE. PEAK TANKS.
 DISCHARGES:- OVERBOARD. CONDENSER. PEAK TANKS.

GEN^l SERVICE PUMP 1. D.A. THOM, LAMONT & CO. L^{td}. N^o: 12749. 4½" x 3" x 6"
 SUCTIONS:- SEA. HOTWELL. PEAK TANKS. BOILER.
 DISCHARGES:- DECK. BOILER. OVERBOARD.

PUMPING ARRANGEMENTS EXAMINED AND TRIALS SATISFACTORILY
 CARRIED OUT, SAT. 7th AUG. 1926.



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

Location of Dynamometer	Capacity	Material of Dynamometer	No. and Description of Dynamometers	Installation Fixed by

Are Cut-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 Cut-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?

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

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

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

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

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to?

Ohms,

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation

Duration of Trial

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



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

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"MOYALLON"
Geo. S. Macfarlane

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

Fees—

	£	s.	d.
MAIN BOILERS.			
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,

Chief Surveyor.

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

Fees advised

Fees paid



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Foundation
Secretary.



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