

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 OCT 1929

Date of writing Report 19 When handed in at Local Office 2.1.10.19 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 26.4.29 Last Survey 16.10.1929  
 Reg. Book. on the new steel S/S "COMEDIAN" (Number of Visits 64)  
 Built at Glasgow By whom built Chas Bonnell & Co Ltd Yard No. 415 Tons { Gross 5122  
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 920 when made 1929  
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 920 when made 1929  
 Registered Horse Power 464 Owners T & J Harrison Ltd Port belonging to Liverpool  
 Nom. Horse Power as per Rule 464 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended General cargo

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 83  
 Dia. of Cylinders 26-43-73 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 14.206 as fitted 14 1/4" Crank pin dia. 14 1/2" Crank webs Mid. length breadth 22" shrunk Thickness parallel to axis 9" Mid. length thickness 9" Thickness around eye-hole 6 1/2"  
 Intermediate Shafts, diameter as per Rule 13.5" as fitted 13 1/2" Thrust shaft, diameter at collars as per Rule 14.206 as fitted 14 1/2"  
 Tube Shafts, diameter as per Rule 7.53" as fitted 7 1/2" Screw Shaft, diameter as per Rule 15 1/4" as fitted 15 1/4" Is the tube screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule 7/8" as fitted 7/8" Thickness between bushes as per Rule 5/16" as fitted 5/16" Is the after end of the liner made watertight in the propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner —  
 If the 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 yes  
 If two 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 shaft no Length of Bearing in Stern Bush next to and supporting propeller 5' 10"  
 Propeller, dia. 17' 6" Pitch 16' 6" No. of Blades 4 Material C.I. Bump whether Moveable yes Total Developed Surface 94 100 sq. feet  
 Feed Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 24 Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 Wain 7-9 1/2-21 How driven steam Pumps connected to the Main Bilge Line { No. and size 2 1/2-7 x 9 & Ballast pump (10 1/2-21) How driven steam  
 Ballast Pumps, No. and size 1 @ 10 1/2 x 12 1/2 1 @ 14 centrifugal Lubricating Oil Pumps, including Spare Pump, No. and size —  
 Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, — In Engine and Boiler Room 4 @ 3 1/2"  
 In Holds, &c. No. 1 hold 2 @ 3 1/2" No. 2 hold 2 @ 3 1/2" No. 3 hold 2 @ 3 1/2" Deep tank 2 @ 3 1/2" No. 5 hold 2 @ 3 1/2"  
 No. 6 hold 1 @ 3 1/2" Tunnel well 1 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 1/2"  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes  
 Are the 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  
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both  
 Are they fixed 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 both  
 Are they 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  
 What Pipes pass through the bunkers forward hold suction How are they protected under timber boards  
 What pipes pass through the deep tanks none Have they been tested as per Rule —  
 Are all 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 compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from upper deck

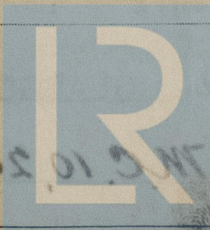
MAIN BOILERS, &c.—(Letter for record (12)) Total Heating Surface of Boilers 7706 sq. ft  
 Is Forced Draft fitted no No. and Description of Boilers 2 DB Working Pressure 200  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes  
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers yes  
 Superheaters yes General Pumping Arrangements with ship report Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition:—  
 one propeller shaft, one propeller boss, two propeller blades, one Thompson coupling, two pairs of top end bushes, one pair of bottom end bushes, one air pump rod, one circulating pump impeller and shaft, one set of air pump valves, one air pump head valve setting, one eccentric sheave and strap, one valve spindle.

The foregoing is a correct description,

For David Rowan & Co. Ltd  
Arch. H. Grierson

Manufacturer.



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Lloyd's Register  
Foundation

005453-005461-0152



227 PM

1929 Apr 16 May 13 23 27 28 29 June 4 6 10 12 13 18 14 19 20 22 25 26 27 July 1 2 5 8 10 23 29  
During progress of work in shops - - -  
During erection on board vessel - - -  
Dates of Survey while building  
Total No. of visits 64  
Dates of Examination of principal parts—Cylinders 27-6-29 Slides 15-8-29 Cores 2-7-29  
Pistons 2-8-29 Piston Rods 15-8-29 Connecting rods 9-8-29  
Crank shaft 29-7-29 Thrust shaft 15-8-29 Intermediate shafts 5-8-29  
Tube shaft ✓ Screw shaft 17-8-29 Propeller 11-9-29  
Stern tube 7-8-29 Engine and boiler seatings 10-9-29 Engines holding down bolts 27-9-29  
Completion of fitting sea connections 16-8-29  
Completion of pumping arrangements 7-10-29 Boilers fixed 25-9-29 Engines tried under steam 16-10-29  
Main boiler safety valves adjusted Thickness of adjusting washers  
Crank shaft material 2. Steel Identification Mark LLOYDS No 2875 L.C.D. 29-7-29 Thrust shaft material 2. Steel Identification Mark LLOYDS No 2875 L.C.D. 15-8-29  
Intermediate shafts, material 2. Steel Identification Marks LLOYDS No 2875 L.C.D. 29-7-29 Tube shaft, material — Identification Mark  
Screw shaft, material 2. Steel Identification Mark LLOYDS No 2875 L.C.D. 17-8-29 Steam Pipes, material 2. Steel Test pressure 600 Date of Test 4-10-29  
Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150°F. —  
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 — If so, have the requirements of the Rules been complied with —  
Is this machinery duplicate of a previous case yes If so, state name of vessel "Counsellor"

General Remarks (State quality of workmanship, opinions as to class, &c.)  
The materials and workmanship are good  
The machinery has been constructed under special survey in accordance with the rules. Satisfactorily fitted in the vessel tried under steam and found good  
It is eligible in my opinion for Classification and the Record + LMC 10.29

It is submitted that this vessel is eligible for classification under the Rules of the Register of Shipping.  
THE RECORD + LMC 10.29. C4.

25/10/29

The amount of Entry Fee ... £ 5 : :  
Special ... £ 94 : 12 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 19.10.29  
When received, 22/10/29

S. J. Davis  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 22 OCT 1929  
Assigned + L.M.C. 10.29

21/10/29  
Glasgow

If not, state whether, and when, one will be sent?  
Is a Report also sent on the Hull of the Ship?  
[2m.223—Copyable Ink.]