

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

18 FEB 1929

Date of writing Report  $\frac{1}{2}$  1929 When handed in at Local Office

Port of *Copenhagen*

No. in Survey held at *Odense*

Date, First Survey *11/12 28*

Last Survey *22/1 1929*

(Number of Visits *8*)

Reg. Book. *89315* on the *Singl. Sc. Motor vessel "BEAUMONT"*

Tons { Gross *5701.75*

Net *3214.60*

When built *1918-9*

Built at *Odense*

By whom built *Odense Staalskibsvaerk*

Yard No. *31*

Owners *Skibskreditsselskabet Beaumont*

Port belonging to *Oslo*

Electric Light Installation fitted by *9/2 Dansk Elektricitetskompani*

Contract No. *✓*

When fitted *1929*

System of Distribution *2 conductor insulated system* volts, Power *220* volts.

Pressure of supply for Lighting *110* volts, Heating

Direct or Alternating Current, Lighting *direct* Power *direct*

If alternating current system, state frequency of periods per second *✓*

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off *yes*

Generators, do they comply with the requirements regarding rating *yes*, are they compound wound *yes*

are they over compounded 5 per cent. *yes*, if not compound wound state distance between each generator *yes*

Where more than one generator is fitted are they arranged to run in parallel *yes*, is an adjustable regulating resistance fitted in

series with each shunt field *yes*

Are all terminals accessible, clearly marked, and furnished with sockets *yes*, are they so spaced or shielded that they cannot be accidentally earthed,

short circuited, or touched *yes*

Position of Generators *placed in the motor room*

is the ventilation in way of the generators satisfactory *yes*, are they clear of all inflammable material *yes*

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators *yes*

and *✓*, are the generators protected from mechanical injury and damage from water, steam or oil *yes*

are their axes of rotation fore and aft *yes* are the prime movers and

Earthing, are the bedplates and frames of the generating plant efficiently earthed *yes*

their respective generators in metallic contact *yes*

Main Switch Boards, where placed *in the motor room, port side*

If the generators and main switchboard are not placed in the same compartment, is each generator provided with

a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard *yes*

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes *yes*, if situated near unprotected

are they protected from mechanical injury and damage from water, steam or oil *yes* and *✓*

woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards *✓*

are they constructed wholly of durable, non-ignitable non-absorbent materials *marble & slate*, is all insulation of high dielectric strength and of

permanently high insulation resistance *yes*, if semi-insulating material is used, are all conducting parts insulated from the slab

with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework *yes*

and is the frame effectively earthed *yes* Are the fittings as per Rule regarding: — spacing or shielding of live parts

*yes*, accessibility of all parts *yes*, absence of fuses on back of board *yes*, proportion of omnibus

bars *yes*, individual fuses to voltmeter, pilot or earth lamp *yes*, connections of switches *yes*

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches for each generator: *One*

*240 pole circuit breaker with overload & reverse current trip & equalizer switch as per section 3 para 3*

*3 A (4), for each outgoing circuit: One 240 pole linked switch with a fuse on each pole*

Instruments on main switchboard *4* ammeters *3* voltmeters *✓* synchronising device for paralleling purposes.

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system *2 sets of earth lamps (110 Volts & 220 Volts), one Voltmeter fitted with 2 seals*

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules *yes*

Joint Boxes Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule *yes*







All Conductors are of annealed copper conforming to British Standard Specification No. 7.

The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

W.

*Pyrylgy*

Electrical Engineers.

Date 6-2-1929.

#### COMPASSES.

Distance between electric generators or motors and standard compass ca. 15'

Distance between electric generators or motors and steering compass ca. 15'

The nearest cables to the compasses are as follows:—

A cable carrying 0.2 Amperes 2 feet from standard compass 2 feet from steering compass.

A cable carrying 0.5 Amperes 12 feet from standard compass 4 feet from steering compass.

A cable carrying 3 Amperes 6 feet from standard compass 12 feet from steering compass.

Have the compasses been adjusted with and without the electric installation at work at full power yes.

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted yes.

The maximum deviation due to electric currents was found to be 0 degrees on any course in the case of the standard compass, and 0 degrees on any course in the case of the steering compass. ✓

PR. ODENSE STÅLSKIBSVERFT  
VED H. P. KOLLER

Builder's Signature.

Date 11.2.29.

*John Marsh Moore*

Is this installation a duplicate of a previous case yes. If so, state name of vessel M/S VARG.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The electric light & power installation as above described has been fitted in accordance with the Society's Rules, the approved plan and the requirements contained in the Society's letter E dated 30/11/1928.

The material used for the installation is of good description throughout and the workmanship of high quality.

After completion the whole installation was tested under full load working conditions and found satisfactory.

Recommend the vessel to have notation of ELECTRIC LIGHT in the Register Book.

It is submitted that  
this vessel is eligible for  
THE RECORD.

*Elec Light*

19/2/29

Total Capacity of Generators 132 Kilowatts.

The amount of Fee ... £ 602.42

When applied for,  
14.2 19 29.

Travelling Expenses (if any) £

When received,  
13.3 29 6

*Sturkiff*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 22 FEB 1929

Assigned

*Elec Light*