

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

Date of writing Report 19 When handed in at Local Office 5/7/1938 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle Date, First Survey 27 April Last Survey 5 July 1938

Reg. Book. Supt. 37886 on the M.V. "DAPHNELLA" (Number of Visits 6)

Tons { Gross 8078 Net 4789

Built at Newcastle By whom built Hawthorn Leslie & Co. Ltd. Yard No. 611 When built 1938

Owners Anglo Saxon Petroleum Co. Ltd Port belonging to London

Electric Light Installation fitted by Hawthorn Leslie & Co. Ltd Contract No. 611 When fitted 1938

Is the Vessel fitted for carrying Petroleum in bulk Yes

System of Distribution Double wire

Pressure of supply for Lighting 110 volts, Heating — volts, Power 110 volts

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 temperature rise Yes, are they compound wound Yes, are they over compounded 5 per cent. Yes, if not compound wound state distance between each generator —

Where more than one generator is fitted are they arranged to run in parallel No, is an adjustable regulating resistance fitted in series with each shunt field Yes

Have certificates of test results for machines under 100 kw. been submitted and approved Yes

Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing —

Have certificates for generators under 100 kw. been supplied and approved 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

Are the lubricating arrangements of the generators as per Rule Yes

Position of Generators Engine room starboard side, 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 — and —, are the generators protected from mechanical injury and damage from water, steam or oil Yes, are their axes of rotation fore and aft

Earthing, are the bedplates and frames of the generating plant efficiently earthed Yes, are the prime movers and their respective generators in metallic contact Yes

Main Switch Boards, where placed Engine room starboard 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 —

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical injury and damage from water, steam or oil Yes, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards — and —, are they constructed wholly of durable, non-ignitable non-absorbent materials Yes, is all insulation of high dielectric strength and of permanently high insulation resistance Yes

is it of an approved type 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, is the non-hygroscopic insulating material of an approved type 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, temperature rise of omnibus bars Yes, individual fuses to voltmeter, pilot or earth lamp Yes, are moving parts of switches alive in the "off" position No, are all screws and nuts securing connections effectively locked Yes, are any fuses fitted on the live side of switches No

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

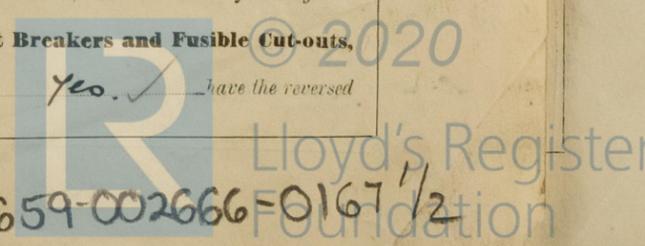
D.P.S. & D.P. fuses on dynamos & all outgoing circuits

Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material — Instruments on main switchboard 2 ammeters 2

voltmeters — synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection — Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

Elamps coupled to E through switches & fuses Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules. Yes, are the fusible cutouts of an approved type Yes, have the reversed

B.S.B. 7-7-38



002659-002666-0167/2



The Electrical Equipment is installed in accordance with the approved plans.

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

The foregoing is a correct description.

FOR R. & W. HAWTHORN, LESLIE & Co. LIMITED

Electrical Engineers.

Date 5/7/38

COMPASSES.

Minimum distance between electric generators or motors and standard compass 236 feet

Minimum distance between electric generators or motors and steering compass 230 feet.

The nearest cables to the compasses are as follows:—

A cable carrying .25 Ampères on the feet from standard compass 10 feet from steering compass.

A cable carrying .25 Ampères 10 feet from standard compass on the feet from steering compass.

A cable carrying Ampères feet from standard compass 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 degrees on course in the case of the standard

compass, and degrees on course in the case of the steering compass.

FOR R. & W. HAWTHORN, LESLIE & Co. LIMITED

Builder's Signature.

Date 5/7/38

Is this installation a duplicate of a previous case. No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The above inst<sup>n</sup> has been installed

under special survey. The materials used + workmanship is good.

On completion the dynamos, governors + the whole inst<sup>n</sup> were tested under working conditions + found satisfactory. This vessel is eligible in my opinion for notation D.F., E.S.D.

P.S.

Let. for dynamos + essential machinery will be forwarded as soon as received from engine builders.

Noted.

B.S.B.

7-7-38.

Total Capacity of Generators 32 Kilowatts.

The amount of Fee ... £ 23:— : When applied for, 5/7/38

Travelling Expenses (if any) £ : : When received, 8/7/38

W.T. Badger

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 8 JUL 1938

Assigned

See No. 76, 96399

20, 12, 36.—Transfer.  
The Surveyors are requested not to write on or below the space for Committee's Minute.)



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