

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office JAN 14 1939

Date of writing Report

19

When handed in at Local Office

12/11

19

Port of

Newcastle-on-Tyne

No. in Survey held at

Newcastle.

Date, First Survey

3 Oct/38

Last Survey

16 Dec 1938

Reg. Book. Supp.

(Number of Visits.....10.....)

90231 on the

S.S. Turkistan

Tons

Gross 6935

Net 4228

Built at South Shields

By whom built

J. Readhead & Son Ltd

Yard No. 514

When built 1939

Owners Strick line (1923) Ltd

Port belonging to

London

Electric Light Installation fitted by Clarke Chapman & Co Ltd

Contract No. 514

When fitted 1939

Is the Vessel fitted for carrying Petroleum in bulk

no

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

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

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 (2 in 10)

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 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

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

Yes

are their axes of rotation fore and aft

Yes

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

Yes

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

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

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 dynamo mains, D.P.C.O.S. & D.P. fuses on each outgoing circuit

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

ammeters

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

E lamps 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

2. Generator Test Sheets

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 Clarke, Chapman & Co., Ltd.

W. Taylor

Director

Electrical Engineers.

Date 19th Dec 1938

COMPASSES.

Minimum distance between electric generators or motors and standard compass

130 feet

Minimum distance between electric generators or motors and steering compass

124 feet

The nearest cables to the compasses are as follows:—

A cable carrying 25 Amperes on the ~~from~~ standard compass 8 feet from steering compass.

A cable carrying 25 Amperes 8 feet from standard compass on the ~~from~~ steering compass.

A cable carrying - Amperes - 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 *nil* degrees on *all* course in the case of the standard compass, and *nil* degrees on *all* course in the case of the steering compass.

FOR JOHN READHEAD & SONS, LTD.,

Builder's Signature.

Date 9TH JANUARY, 1939.

CHAIRMAN & MANAGING DIRECTOR.

Is this installation a duplicate of a previous case *yes*. If so, state name of vessel *S.S. "SHAHRISTAN"*

General Remarks (State quality of workmanship, opinions as to class, &c. *The above instⁿ has been fitted out under special survey. The materials used & workmanship were good. The insulation resistance is good. The instⁿ was tested under working conditions & found satisfactory. The vessel is eligible in my opinion for notation DF & ESD.*

Noted

17/1/39.

Total Capacity of Generators *25* Kilowatts.

The amount of Fee ... £ *20 : 0* : *7-1-1939*

Travelling Expenses (if any) £ : : *13-1-1939*

W.T. Badger.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 20 JAN 1939

Assigned

Sec R.E. machy rpt.



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Foundation