

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL) - 9 OCT 1941

Received at London Office.....

Date of writing Report 25-9-41, When handed in at Local Office 8-10-41 Port of Leith

No. in Survey held at Burntisland Date, First Survey 24-8-41 Last Survey 24-9-1941  
Reg. Book. (Number of Vessels.....)

384-51 on the S.S. "SIR LEONARD PEARCE" Tons { Gross 1580  
Net 911

Built at Burntisland By whom built Burntisland J. B. Co. Ltd. Card No. 251 When built 1941

Owners London Power Co. Ltd. Port belonging to London

Electrical Installation fitted by Burntisland J. B. Co. Ltd. Contract No. 251 When fitted 1941

Is vessel fitted for carrying Petroleum in bulk  Is vessel equipped with D.F.  E.S.D.  Gy.C.  Sub.Sig.

Have plans been submitted and approved  System of Distribution Two Wire Lead & Return Voltage of supply for Lighting 110 Volts

Heating  Power  Direct or Alternating Current, Lighting D.C. Power  If Alternating Current state periodicity  Prime Movers,

has the governing been tested and found as per Rule when full load is suddenly thrown on and off  Are turbine emergency governors fitted with a

trip switch as per Rule  Generators, are they compound wound  are they level compounded under working conditions

if not compound wound state distance between generators  and from switchboard  Where more than one generator is fitted are they

arranged to run in parallel  are shunt field regulators provided  Is the compound winding connected to the negative or positive pole

Negative Pole Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing  Have certificates of

test for machines under 100 kw. been supplied  and the results found as per rule  Are the lubricating arrangements and the construction

of the generators as per rule  Position of Generators Two generators situated on flat on Starboard side

of Engine Room, is the ventilation in way of generators satisfactory  are they clear of inflammable material  if situated

near unprotected combustible material state distance from same horizontally 12 ft and vertically 6 ft, are the generators protected from mechanical

injury and damage from water, steam and oil  are the bedplates and frames earthed  and the prime movers and generators in metallic

contact  Switchboards, where are main switchboards placed Starboard side of engine room, fwd store

bulkhead

are they in accessible positions, free from inflammable gases and acid fumes  are they protected from mechanical injury and damage from water, steam

and oil  if situated near unprotected combustible material state distance from same horizontally 12 ft and vertically 3 ft, what insulation

material is used for the panels "Sindanyo", if of synthetic insulating material is it an Approved Type  if of

semi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule  Is the frame effectually earthed

Is the construction as per Rule  including accessibility of parts  absence of fuses on the back of the board  individual fuses

to pilot and earth lamps, voltmeters, etc.  locking of screws and nuts  labelling of apparatus and fuses  fuses on the "dead"

side of switches  Description of Main Switchgear for each generator and arrangement of equaliser switches.....

1 Double pole, double throw 100 amp main switch, 2 single pole 100 amp

fuse bridges

and for each outgoing circuit Double pole 30 amp knife switch; 2 single pole 30 amp fuse bridges

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule  Instruments on main switchboard.....

ammeters one voltmeters one synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection  Earth Testing, state means provided Two earth lamps with midpoints connected to earth

Switches, Circuit Breakers and Fuses, are they as per Rule  are the fuses an approved type  are all fuses labelled as

per Rule  If circuit breakers are provided for the generators, at what overload current did they open when tested..... are the reversed current

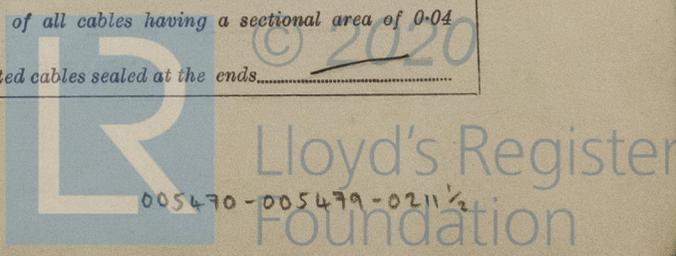
protection devices connected on the pole opposite to the equaliser connection..... have they been tested under working conditions, and at what current

did they operate..... Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule

Cables, are they insulated and protected as per the appropriate Tables of the Rules  if otherwise than as per Rule are they of an approved type.....

state maximum fall of pressure between bus bars and any point under maximum load 3 1/2 + 2 Volts are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets  Are paper insulated and varnished cambric insulated cables sealed at the ends.....





The Electrical Equipment is installed in accordance with the approved plans and the requirements of the Rules.

All Insulated Conductors are guaranteed to have been tested at the maker's works as specified in the Rules.

The foregoing is a correct description.

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

*W. D. Ashworth* DIRECTOR

Electrical Engineers.

Date 26<sup>th</sup> September, 1941.

COMPASSES.

Minimum distance between electric generators or motors and standard compass..... 120'-0"

Minimum distance between electric generators or motors and steering compass..... 125'-0"

The nearest cables to the compasses are as follows:—

A cable carrying .36 Ampères 7" ~~feet~~ from standard compass 7" ~~feet~~ from steering compass.

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

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

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

Builder's Signature.

Date 26<sup>th</sup> September, 1941.

*W. D. Ashworth* DIRECTOR

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

Plans. Are approved plans forwarded herewith. yes. If not, state date of approval. ✓

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith. yes.

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

This installation has been efficiently fitted on board in accordance with the Rules. The materials and workmanship are sound and good and the installation was found satisfactory under full load and working conditions.

Noted  
LH  
15/10/41

Total Capacity of Generators..... 8 Kilowatts.

The amount of Fee ... £ 8 : 0 : 0  
4/3 Lth. £6-8-0 }  
1/2 Q. 1/8 £1-12-0 }  
Travelling Expenses (if any) £ : ✓ :  
When applied for, .....19.....  
When received, .....19.....

*J. H. Campbell*  
Surveyor to Lloyd's Register of Shipping

RI. 17 OCT 1941

Committee's Minute .....

Assigned..... See Lth No 20514

5th, 4th, 3rd—Transfer. (MADE AND PRINTED IN ENGLAND.)  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

