

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

5 MAY 1948

Received at London Office

BARRY.

Date of writing Report 26 April 1948 When handed in at Local Office

10 Port of

No. in Survey held at ~~BARRY~~ Penarth.

Date, First Survey 1st Jan 48

Last Survey 21st April 1948.

(Number of Visits.....)

Reg. Book.

33552 on the steel screw "Southern Island"

Tons { Gross 1391
Net 808.

Built at Kinardijk By whom built L. Smit & Zoon Yard No.

When built 1917.

Owners Southern Shipping & Finance Co. Ltd. Port belonging to London

Electric Light Installation fitted by Existing installation Contract No. When fitted

System of Distribution

Two pole

Pressure of supply for Lighting 110 volts, Heating none 15 volts, Power none volts.

Direct or Alternating Current, Lighting Direct Power none

If alternating current system, state frequency of periods per second none

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 overload Yes, are they compound wound Yes

are they over compounded 5 per cent. Yes, if not compound wound state distance between each generator none

Where more than one generator is fitted are they arranged to run in parallel none, is an adjustable regulating resistance fitted in series with each shunt field

Are all terminals accessible and clearly marked Yes, are they so spaced or shielded that they cannot be accidentally earthed, or short circuited Yes

Position of Generators Top of Engine Room (p.s.) on steering engine flat. Yes

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 none and

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

are their axis 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 lower platform (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 both in Eng. Room

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 no special protection, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards none and

are they constructed wholly of durable, incombustible non-absorbent materials Yes, is all insulation of high dielectric strength and of permanently high insulation resistance Yes

insulated from the slab with mica or micanite and the slab similarly insulated from its framework Yes, and is the frame effectively earthed Yes

Are the following fittings as per Rule, viz.:— 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 S.P. linked

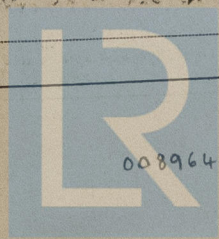
switches with fuse on each pole.

Instruments on main switchboard One ammeters One voltmeters no 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 Earth lamps

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

Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule Yes



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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.

Electrical Engineers.

Date

COMPASSES.

Distance between electric generators or motors and standard compass

80 ft.

Distance between electric generators or motors and steering compass

75 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 0.75 Ampères 2 feet from standard compass 2 feet from steering compass.

A cable carrying 0.5 Ampères 4 feet from standard compass 4 feet from steering compass.

A cable carrying 0.5 Ampères 6 feet from standard compass 6 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

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.

Builder's Signature.

Date

Is this installation a duplicate of a previous case If so, state name of vessel

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

This is an existing installation which has now been examined for Classification as part of LMC survey as per Secretary's letter "E" 13.2.48. The installation has been placed in good condition and the system tried under working conditions. In my opinion, is eligible to be classed.

Please see Bany Report 25803.

2 Plans forwarded herewith.

Total Capacity of Generators 8 Kilowatts

The amount of Fee

£

:

:

When applied for,

19

Travelling Expenses (if any) £

:

:

When received,

19

G. Moffatt

Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 28 MAY 1948**

Assigned

Su F.E. mch. rpt.



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