

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office FEB - 2 1938

Date of writing Report

19

When handed in at Local Office

27/1/38

Port of NEWCASTLE-ON-TYNE

No. in Survey held at

Newcastle on Tyne

Date, First Survey

7 Jan 1938

Last Survey

26/1/1938

Reg. Book. Supt.

(Number of Visits...)

87411 on the

S. S. Beasted

Tons

Gross
Net 605

Built at Burntisland

By whom built Burntisland S.B. Co Ltd

Yard No. 217

When built 1938

Owners Hudson Steamship Co Ltd

Port belonging to London

Electric Light Installation fitted by Burntisland S.B. Co Ltd

Contract No. 217. When fitted 1938

Is the Vessel fitted for carrying Petroleum in bulk no

System of Distribution

Double wire ✓

Pressure of supply for Lighting

110

volts. Heating

colts. Power

colts.

Direct or Alternating Current, Lighting

Direct ✓

Power

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

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 (1 in 10) ✓ Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing

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

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 baseplates 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 no and no, 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 micaite 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 dynamo mains. S.P.S + S.P. fuses on each outgoing circuits ✓

Are turbine driven generators fitted with emergency trip switch as per rule no Are cupboards or compartments containing switchboards composed of

fire-resisting material or lined with approved material no Instruments on main switchboard 1 ✓ ammeters 1 ✓

voltmeters no 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

Generator Test Certificate

2-2-38

All Conductors are of annealed copper conforming to British Standard Specification No. 7 (or International Electro-technical Commission Publication No. 28).

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

The foregoing is a correct description.

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

J. W. Clark

DIRECTOR

Electrical Engineers.

Date 21st January, 1938.

COMPASSES.

Distance between electric generators or motors and standard compass 136 feet.

Distance between electric generators or motors and steering compass —

The nearest cables to the compasses are as follows:—

A cable carrying . 25 Ampères on the ~~foot~~ feet from standard compass 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* To be filled in after adjustment of compass

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 THE BURNTISLAND SHIPBUILDING COMPANY LTD.

J. W. Clark

DIRECTOR

Builder's Signature.

Date 21st January, 1938.

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, etc. *The above instⁿ has been fitted out under special survey. The materials used & workmanship are good. The insulation resistance is good. The dynamo, governor, main board, fuses, cables & fitted wires ex^d tested under working conditions & found satisfactory.*

Noted.

Red
2-2-38.

Total Capacity of Generators 5 Kilowatts.

The amount of Fee ... £ 5 : 0

When applied for,

11 FEB 1938

When received,

4/2 1938

AMR 5/2.

W. T. Badger

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 4 FEB 1938

Assigned See Ltn 19487

750,936—Transfer.
The Surveys are requested not to write on or below the space for Committee's Minute.



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