

## REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office JAN -2 1941

Date of writing Report 14 Decem<sup>r</sup>. 40. When handed in at Local Office 24:12:40 Port of Glasgow  
 No. in Survey held at Port Glasgow Date, First Survey 25:10:40 Last Survey 19 Decem<sup>r</sup>. 40.  
 Reg. Book. on the hon propelling Salvage Lighter L.C.9  
 Built at Port Glasgow By whom built James Lamont & Co. Ltd Yard No. 357 Tons {Gross 1184 Net 1184 When built 1940  
 Owners Admiralty Port belonging to Glasgow Contract No. 357 When fitted 1940  
 Electrical Installation fitted by Telford, Grier, Mackay & Co. Ltd. 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 Yes System of Distribution two wire Voltage of supply for Lighting 240  
 Heating - Power - Direct or Alternating Current, Lighting D.C. Power - If Alternating Current state frequency - Prime Movers,  
 has the governing been tested and found efficient when the whole load is suddenly thrown on and off Yes Are turbine emergency governors fitted with a  
 trip switch as per Rule - Generators, are they compound wound Yes, are they level compounded under working conditions Yes,  
 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 Yes Is the compound winding connected to the negative or positive pole  
Positive 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 Yes and the results found as per rule Yes Are the lubricating arrangements and the construction  
 of the generators as per rule Yes Position of Generators In engine room  
Yes, is the ventilation in way of generators satisfactory Yes are they clear of inflammable material Yes, if situated  
 near unprotected combustible material state distance from same horizontally - and vertically -, are the generators protected from mechanical  
 injury and damage from water, steam and oil Yes, are the bedplates and frames earthed Yes and the prime movers and generators in metallic  
 contact Yes Switchboards, where are main switchboards placed Near generators

are they in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical injury and damage from water, steam  
 and oil Yes, if situated near unprotected combustible material state distance from same horizontally - and vertically -, what insulation  
 material is used for the panels Switches mounted on Micanised Bars, 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 Yes  
 Is the construction as per Rule Yes, including accessibility of parts Yes, absence of fuses on the back of the board Yes, individual fuses  
 to pilot and earth lamps, voltmeters, etc. Yes locking of screws and nuts Yes, labelling of apparatus and fuses Yes, fuses on the "dead"  
 side of switches Yes Description of Main Switchgear for each generator and arrangement of equaliser switches

DP. Switch and fusesand for each outgoing circuit DP. Switch and fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule - Instruments on main switchboard 1  
 ammeters 1 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the  
 equaliser connection - Earth Testing, state means provided earth lamps



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Lloyd's Register  
Foundation

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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.

*J. Norman Ferguson*  
DIRECTOR

Electrical Engineers.

Date *18/12/40*

COMPASSES.

*none fitted.*

Minimum distance between electric generators or motors and standard compass.....

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

The nearest cables to the compasses are as follows:—

A cable carrying ..... Ampères ..... 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 .....

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

*Storage Vessel L.C. 8*

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

*The electrical equipment of this vessel has been fitted on board under special survey and in accordance with the approved plans and specification, tested under full working conditions and found satisfactory. The materials and workmanship are good.*

*Noted  
L.S.  
3/1/41*

*Rob*

*24/12/40*

Total Capacity of Generators..... *6* ..... Kilowatts.

The amount of Fee ... ..

£ *12: -* :

When applied for,

*at risk*

Travelling Expenses (if any) £

*- : -* :

When received,

*10-3-19*

Committee's Minute

*GLASGOW*

*31 DEC 1940*

Assigned

*SEE ACCOMPANYING MACHINERY REPORT*

*L. G. Pindar*

Surveyor to Lloyd's Register of Shipping.

*30*