

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

No. 12093

FEB 23 1938

Date of writing Report 19 When handed in at Local Office 22.3.1938 Port of Belfast  
 No. in Survey held at Belfast Date, First Survey 1<sup>st</sup> Dec 1937 Last Survey 14.2.1938  
 Reg. Book. on the Single Screw Motor Barge Vessel "Doris" (Number of Visits 16)  
 Built at Belfast By whom built Harland & Wolff Ltd. Ward No. 1002 When built 1938  
 Owners Lamport & Holt Line Ltd. Port belonging to Liverpool  
 Electric Light Installation fitted by Harland & Wolff Ltd. Contract No. 1002 When fitted 1938  
 Is the Vessel fitted for carrying Petroleum in bulk No

System of Distribution Two Wire

Pressure of supply for Lighting 220 volts, Heating 220 volts, Power 220 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

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 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 See Certs attached

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 In Engine Room Port Aft. Floor Level, 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 and

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 In Engine Room Port Aft. Floor Level

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 Placed Together

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 and, 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 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, 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

S.P. Switch for each generator. S.P. Change over Switch &amp; D.P. Fuses for each circuit

Are turbine driven generators fitted with emergency trip switch as per rule Are cupboards or compartments containing switchboards composed of

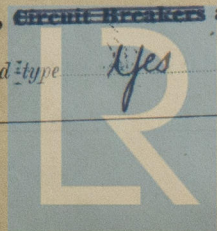
fire-resisting material or lined with approved material Yes Instruments on main switchboard 2 ammeters 1

voltage meters No synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

No Equalizer Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

Indicating lamp on each pole with D.P. Switch &amp; Fuses switches, and Fusible Cut-outs, have the reversed

do these comply with the requirements of the Rules Yes are the fusible cutouts of an approved type Yes



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11187-0133 1/2







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



Electrical Engineers.

Date FEBY. 14TH. 1938.

#### COMPASSES.

Minimum distance between electric generators or motors and standard compass 40 Feet from Vent Fan Motor

Minimum distance between electric generators or motors and steering compass 34 Feet

The nearest cables to the compasses are as follows:—

A cable carrying 0.068 Ampères on 11 feet from standard compass. 11 feet from steering compass.

A cable carrying 0.068 Ampères 11 feet from standard compass. 11 feet from steering compass.

A cable carrying 0.18 Ampères 14 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 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.



Builder's Signature.

Date FEBY. 14TH. 1938.

Is this installation a duplicate of a previous case Yes. If so, state name of vessel M.V. Delius & M.V. Delane.

General Remarks (State quality of workmanship, opinions as to class, etc.) This installation has been fitted on board under special survey & in accordance with the approved plans & has been tested under full working conditions & found satisfactory. The materials & workmanship have been found to be first class.

Noted

R.C.C.  
25-2-38.

Total Capacity of Generators 40 Kilowatts.

The amount of Fee ... £ 25:0 : 22.2.1938  
Belfast 12-10  
Liverpool 12-10  
Travelling Expenses (if any) £ : : 28/2 1938

When applied for,

When received.

R.C. Clayte, Clerk of Harland & Wolff  
Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 25 FEB 1938

Assigned

See Bel 26.12090

The Surveyors are requested not to write on or below the space for Committee's Minute.

2m.12.36.—Transfer.



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