

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL) 14 MAR 1928
Received at London Office

Date of writing Report 19 When handed in at Local Office 13/3/28 Port of **NEWCASTLE-ON-TYNE**

No. in Survey held at **Newcastle**. Date, First Survey **11 Oct 1927** Last Survey **17 Jan 1928**
Reg. Book. Supt. (Number of Visits.....12.....)

39998 on the **S.S. Beaversdale**. Tons { Gross **9990**
Net **5813**.

Built at **Newcastle**. By whom built **Armstrong Whitworth & Co** No. **1019** When built **1928**

Owners **Canadian Pacific Railway Co.** Port belonging to **London**

Electric Light Installation fitted by **Armstrong Whitworth & Co Ltd** Contract No. **1019** When fitted **1928**.

System of Distribution **Double wire** volts, Power **110** volts.

Pressure of supply for Lighting **110** volts, Heating **—** Power **Direct**

Direct or Alternating Current, Lighting **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 overload **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 **—**

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

Are the lubricating arrangements of the generators as per Rule **Yes**

Position of Generators **Engine room in thrust recess**, are they clear of all inflammable material **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 **—**

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 **In engine room**

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 **—** 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**, if semi-insulating material is used, are all conducting parts connected to one pole 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 **Double pole switch**

fuses on each generator & on each outgoing circuit

Instruments on main switchboard **three** ammeters **three** voltmeters **—** 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**

Controlled by 3-way selector switch & fuses

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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Foundation

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Insulation of Cables, state type of cables, single or twin single are the cables insulated and protected as per Tables III or IV of the Rules yes

Fall of Pressure, state maximum between bus bars and any point of the installation under maximum load 4.0 volts

Cable Sockets and other connections, are the ends of all cables having a sectional area of 0.007 square inch and above provided with soldering sockets yes

Paper Insulated Cables, If cables are paper covered, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound —

Cable Runs, are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage yes

Support and Protection of Cables, state how the cables are supported and protected Lead covered, arm & braided + lead covered + braided cables in engine room + main cables. Acc wiring lead covered braided cable.

If cables are run in wood casings, are the casings and caps secured by screws —, are the cap screws of brass —, are the cables run in separate grooves —. If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VI yes

Refrigerated Chambers, if lights are fitted, are the cables and fittings in accordance with the special requirements yes

Joints in Cables, state if any, and how made, insulated, and protected none made

Watertight Glands and Deck Tubes, are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands yes

Bushes in Beams and Non-watertight Positions, where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed yes state the material of which the bushes are made Lead

Earthing Connections, state what earthing connections are fitted and their respective sectional areas —

are their connections made as per Rule —

Alternative Lighting, are the groups of lights in the propelling machinery space arranged as per Rule yes

Emergency Supply, state position and method of control of the emergency supply and how the generator is driven none fitted

Navigation Lamps, are these separately wired yes controlled by separate switch and separate fuses yes

are the fuses double pole yes are the switches and fuses grouped in a position accessible only to the officers on watch yes

has each navigation lamp an automatic indicator as per Rule yes are separate screens provided for the use of oil and electric side lights yes

are separate oil lanterns provided for the mast head lights and side lights yes

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight yes

are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected yes protected by means of cast iron hinged covers.

are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected no

how are the cables led —

where are the controlling switches situated —

Searchlight Lamps, No. of — whether fixed or portable — are their fittings as per Rule —

Are Lamps, other than searchlight lamps, No. of — are their live parts insulated from the frame or case — are their fittings as per Rule —

Motors, are their working parts readily accessible yes are the coils self-contained and readily removable for replacement yes

are the brushes, brush holders, terminals and lubricating arrangements as per Rule yes are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material yes

are they protected from mechanical injury and damage from water, steam or oil yes are their axis of rotation fore and aft yes

if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type —

if not of this type, state distance of the combustible material horizontally or vertically above the motors — and —

Control Gear and Resistances, are the generator field and motor speed regulators, starters and controllers constructed as per Rule yes

Lightning Conductors, where lightning conductors are required, are these fitted as per Rule —

Ships carrying Oil having a Flash Point less than 150° F. Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings —

If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office —

PARTICULARS OF GENERATING PLANT.

DESCRIPTION OF GENERATOR.	No of	RATED AT				DRIVEN BY.	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE	
		Kilowatts.	Volts.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN	3	50	110	455	500	Steam engines		
AUXILIARY								
EMERGENCY								
ROTARY TRANSFORMER								

LIGHTING AND HEATING CONDUCTORS.

Ref. No.	DESCRIPTION.	No. of Conductors.	Effective Area of each Conductor. Sq. Ins.	COMPOSITION OF STRAND.		Total Maximum Current. Ampères.	Approximate Length. (Lead and Return.) Feet.	Insulated with—	HOW PROTECTED.
				No.	Diameter.				
	MAIN GENERATORS	2	—	127	.093	455.0	155	V.I.R.	Lead covered braided
	AUXILIARY GENERATOR								
	EMERGENCY GENERATOR								
	ROTARY TRANSFORMER								
	AUXILIARY SWITCHBOARDS								
	ENGINE ROOM								
	BOILER ROOM								
	WIRELESS								
	SEARCHLIGHT								
	MASTHEAD LIGHT								
	SIDE LIGHTS								
	COMPASS LIGHTS								
	POOP LIGHTS								
	CARGO LIGHTS								
	ARC LAMPS								
	HEATERS								

See attached lighting & power diagrams (In plan box)

MOTOR CONDUCTORS.

Ref. No.	DESCRIPTION.	No. of Motors.	Effective Area of each Conductor. Sq. Ins.	COMPOSITION OF STRAND.		Total Maximum Current. Ampères.	Approximate Length. (Lead and Return.) Feet.	Insulated with—	HOW PROTECTED.
				No.	Diameter.				
	BALDAST PUMP								
	MAIN BILGE LINE PUMPS								
	GENERAL SERVICE PUMP								
	EMERGENCY BILGE PUMP								
	SANITARY PUMP								
	CIRC. SEA WATER PUMPS								
	CIRC. FRESH WATER PUMPS								
	AIR COMPRESSOR								
	FRESH WATER PUMP								
	ENGINE TURNING GEAR								
	ENGINE REVERSING GEAR								
	LUBRICATING OIL PUMPS								
	OIL FUEL TRANSFER PUMP								
	WINDLASS								
	WINCHES, FORWARD								
	WINCHES, AFT								
	STEERING GEAR								
	WORKSHOP MOTOR								
	VENTILATING FANS								

See attached lighting & power diagrams (In plan box)

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.

Armstrong Whitworth & Co. Electrical Engineers. Date 8/3/28.

COMPASSES.

Distance between electric generators or motors and standard compass 34 feet
 Distance between electric generators or motors and steering compass 32 feet.
 The nearest cables to the compasses are as follows:—
 A cable carrying .5 Amperes on the feet from standard compass 8 feet from steering compass.
 A cable carrying .5 Amperes 8 feet from standard compass on the feet from steering compass.
 A cable carrying 12.3 Amperes 11 feet from standard compass 14 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 all course in the case of the standard compass, and nil degrees on all course in the case of the steering compass.

SIR W. G. ARMSTRONG, WHITWORTH & CO. LTD.

Howard
 DIRECTOR.

Builder's Signature. Date 8-3-1928

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, &c.)

The above installation is in accordance with the Society's Rules. The vessel is eligible in my opinion for notation elec light, wireless

It is submitted that this vessel is eligible for THE RECORD. Elec Light

W.T. Badger
 16/3/28

Total Capacity of Generators 150 Kilowatts

The amount of Fee ... £34 : — : When applied for, 4/21 28
 Travelling Expenses (if any) £ : : When received, 20/21 28

W.T. Badger
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Elec Light

Im. 9. 21. — Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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