

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

JUL 28 1937

Date of writing Report 28th June 1937 When handed in at Local Office 10.7.1937 Port of Glasgow
 No. in Survey held at Greenock Date, First Survey 19.5.37 Last Survey 30.6.1937
 Reg. Book. 33558 on the M.V. "SERENITY" Tons { Gross _____ Net _____
 Built at Greenock By whom built George Brown & Co. Ltd Yard No. 201 When built 1937
 Owners J. J. Eward & Co. Ltd Port belonging to London
 Electric Light Installation fitted by Claud Hamilton Ltd Contract No. 201 When fitted 1937
 Is the Vessel fitted for carrying Petroleum in bulk no.

System of Distribution Two wire
 Pressure of supply for Lighting 110 volts, Heating — volts, Power 110 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

approved Yes Have certificates of test results for machines under 100 kw. been submitted and

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

Position of Generators In engine room bottom platform Are the lubricating arrangements of the generators as per Rule 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 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

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, 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 Sindanyo

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. switch & fuses for each generator, 2 S.P. circuit breakers for which circuit, S.P. switch & D.P. fuses for all other outgoing circuits.

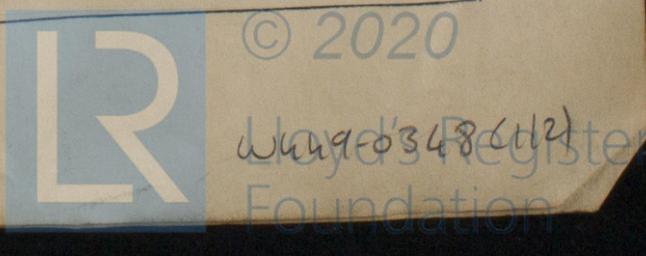
Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material —

Instruments on main switchboard one ammeters one

voltmeter — 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 Earth Lamps.

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 —



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 **OLAUD HAMILTON, LIMITED**

A. Simmet
MANAGER

Electrical Engineers.

Date *1/7/37*

COMPASSES.

Distance between electric generators or motors and standard compass *6 feet (steering gear motor)*

Distance between electric generators or motors and steering compass *6 feet (steering gear motor)*

The nearest cables to the compasses are as follows:—

A cable carrying *36* Ampères *—* feet from standard compass *6* feet from steering compass.

A cable carrying *10* Ampères *—* feet from standard compass *6 feet* 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*

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 *1 1/2* degrees on *any* course in the case of the steering compass.

For and on behalf of
GEORGE BROWN & CO, (MARINE) LTD.

Geo. Brown
Director

Builder's Signature.

Date *6-7-37*

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 electrical equipment of*)

this vessel has been fitted on board under special survey, tested under full working conditions & found satisfactory. The material & workmanship are good.

10/7/37

*Noted
Yours
30.7.37*

Total Capacity of Generators *19.75* Kilowatts.

The amount of Fee ... £ *17 : 17 : 6* *argyk.* When applied for.

Travelling Expenses (if any) £ *6/28.83778* When received. *30/8*

A. Hafford
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 27 JUL 1937**

Assigned **TRANSMIT TO LONDON**

2m 5.5.4. — Transfer. The Surveys are requested not to write on or below the space for Committee's Minute.