

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report 10 When handed in at Local Office 24/5/37 Received at London Office JUN -1 1937

No. in Survey held at Newcastle Port of Newcastle-on-Tyne Date, First Survey 16 Feb Last Survey 14 May 1937

Reg. Book. Supp. 87515 on the S.S. "Ballistan" (Number of Visits... 16)

Built at South Shields By whom built J Readhead & Sons Ltd Yard No. 508 Tons {Gross 6803 Net 4094}

Owners Strick Line (1928) Port belonging to London When built 1937

Electric Light Installation fitted by Clarke Chapman & Co Ltd Contract No. 508 When fitted 1937

Is the Vessel fitted for carrying Petroleum in bulk no.

System of Distribution Double wire

Pressure of supply for Lighting 110 volts, Heating 110 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

Have certificates of test results for machines under 100 kw. been submitted and approved Yes (2 attached herewith)

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 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 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

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

D.P.S + O.P. fuses on dynamo mains, S.P. COS + O.P. fuses on each outgoing 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

Instruments on main switchboard 2 ammeters 2 voltmeters

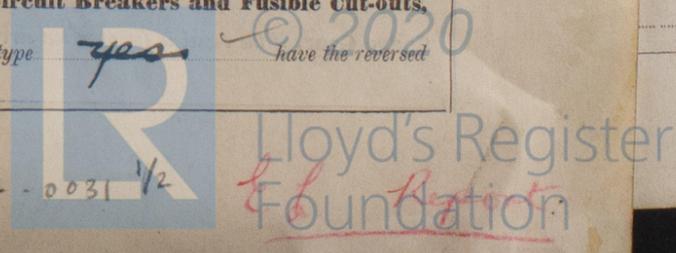
synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

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

are the fusible cutouts of an approved type Yes, have the reversed

Vertical text on left margin: 36, 36, L.L., L., Q., B., F.S., instructed plans, the, ENCLOSURE



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 *Clark, Chapman & Co., Ltd*

W. Taylor Director

Electrical Engineers.

Date *10/5/37.*

COMPASSES.

Distance between electric generators or motors and standard compass *108 feet*

Distance between electric generators or motors and steering compass *102 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying *.25* Ampères *6* feet from standard compass *on the* feet from steering compass.

A cable carrying *.25* Ampères *on the* feet from standard compass *6* 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 compasses W.F.B.

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted *Yes*

See cert. attached herewith W.F.B.

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.

FOR JOHN READHEAD & SONS LTD

J. M. H. Readhead

Builder's Signature.

Date *18/5/37.*

CHAIRMAN & MANAGING DIRECTOR.

Is this installation a duplicate of a previous case *Yes*. If so, state name of vessel *"S.S. 'Armanistan'"*

General Remarks (State quality of workmanship, opinions as to class, &c. *The above inst. has been*)

fitted out under special survey. The workmanship & materials are good. The insulation resistance is good. The dynamo, governor, main board, fuses, cables & fittings have been used & tested under working conditions & found satisfactory. This vessel is eligible in my opinion for notation SF, ESD.

*Wrote
J.Y.
2/6/37.*

Total Capacity of Generators *30* Kilowatts.

The amount of Fee ... £ *22 : 10* : When applied for, *31 MAY 1937*

Travelling Expenses (if any) £ : : *3.6 37 4/16* When received.

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

Committee's Minute *FRI 4 JUN 1937*

Assigned

See Nwe. 76, 95095

2m.5.34.—Transfer.
The Surveyors are requested not to write on or below the space for Committee's Minute.



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