

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

JAN 24 1939

Date of writing Report 19-1-1939 When handed in at Local Office 23-1-1939 Port of Leith

No. in Survey held at Burntisland Date, First Survey 14-11-38 Last Survey 17-1-1939  
Reg. Book. (Number of Visits 5)

88064 on the S.S. "FULHAM IV." Tons { Gross 1584.05 Net 917.60

Built at Burntisland By whom built Burntisland J. B. Co. Ltd. Yard No. 225 When built 1939

Owners The Mayor, Aldermen & Council of the Metropolitan Borough of Fulham. Port belonging to London.

Electric Light Installation fitted by Burntisland J. B. Co. Ltd. Contract No. 225 When fitted 1939.

Is the Vessel fitted for carrying Petroleum in bulk No.

System of Distribution Two WIRE LEAD & RETURN.

Pressure of supply for Lighting 110 volts, Heating 110 volts, Power 110 volts.

Direct or Alternating Current, Lighting DIRECT. Power

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 YES, 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.

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 STBR 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 YES, and YES, 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 STBR 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 YES, and YES, 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 PANEL 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

200 AMP. D.P. MAIN SWITCH & FUSES. 6-30 AMP D.P. SWITCH & FUSES & 1-80 AMP. D.P. SWITCH & FUSE.

Are turbine driven generators fitted with emergency trip switch as per rule YES. Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material YES. Instruments on main switchboard ONE ammeter ONE

voltmeters YES. 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 THE BURNTISLAND SHIPBUILDING COMPANY LTD.

*J. J. Clark*

DIRECTOR

Electrical Engineers.

Date 19/1/39.

COMPASSES.

Distance between electric generators or motors and standard compass

143'-0"

Distance between electric generators or motors and steering compass

140'-0"

The nearest cables to the compasses are as follows:—

A cable carrying 36 Ampères 7" from standard compass 7" 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.

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 ANY course in the case of the standard compass, and NIL degrees on ANY course in the case of the steering compass.

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

*J. J. Clark*

DIRECTOR

Builder's Signature.

Date 19/1/39.

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, etc.) This installation has been efficiently fitted on board in accordance with the Rules. The materials and workmanship are found and good and the installation was found satisfactory under full load and working conditions.

Noted  
L.S.  
25-1/39.

Total Capacity of Generators 15 Kilowatts.

The amount of Fee ... £ 15 : 0 : 0

When applied for, 23-1-39.

Travelling Expenses (if any) £ :

When received, 28-1-39.

*J. J. Campbell*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 27 JAN 1939

Assigned

See FE made etc.

2m, 6, 34. Transfer. The Surveyors are requested not to write on or below the space for Committee's Minute.)



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