

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

15 JUL 1936

Date of writing Report 14. 7. 1936 When handed in at Local Office 14. 7. 1936 Port of MIDDELSBOROUGH.

No. in Survey held at SOUTH BANK Date, First Survey 20. 5. 36 Last Survey 26. 6. 1936
Reg. Book.

on the S.S. LOCH MONTIETH

Built at South Bank By whom built Smiths Dock Co. Ltd. Yard No. 1003 Tons { Gross 530.
Net 194.
When built 1936.

Owners Loch Fishing Co. of Hull La. Port belonging to Hull

Electric Light Installation fitted by RICHARD PICKERSCILL & SONS, LTD. Contract No. When fitted 1936.

Is the Vessel fitted for carrying Petroleum in bulk No.

System of Distribution

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

Direct or Alternating Current, Lighting Direct Current 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 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 —

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 Starboard Side of Engine Room, 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 After End 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 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 Yes are all screws and nuts securing connections effectively locked Yes are any fuses fitted on the live side of

switches Yes Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

Double Pole Change Over Main Switch & Fuses & Double Pole Change Over Bus & Switch

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

voltage meters — 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

2 Lamps in series across positive & negative to Earth 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.

EDWARD PICKERSGILL & SONS, LTD.

Electrical Engineers.

Date July 11th 1936

COMPASSES.

Distance between electric generators ~~or motors~~ and standard compass 60'

Distance between electric generators ~~or motors~~ and steering compass 55'

The nearest cables to the compasses are as follows:—

A cable carrying 3 Ampères 15 feet from standard compass 15 feet 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 each course in the case of the standard compass, and nil degrees on each course in the case of the steering compass.

For SMIT H'S DOCK COMPANY LS

J. W. G. B. S.

Builder's Signature.

Date 13th July 1936

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 materials and workmanship are good.
This electric light installation has been fitted aboard under special survey and in accordance with the Rules. It has been tested under working conditions with satisfactory results and is, in my opinion, suitable for a classed vessel.

Noted

From

15.7.36

Total Capacity of Generators 16 Kilowatts.

The amount of Fee ... £ 15-10-0

Travelling Expenses (if any) £

When applied for,

1.7.1936

When received,

1.9.1936

P. J. R. C. M.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 17 JUL 1936

Assigned

See Indb SE 15737