

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office, 1940

Date of writing Report... 21 Sept. 40... When handed in at Local Office... 14. 10. 40... Port of... Glasgow

No. in Survey held at... Glasgow & Greenock... Date, First Survey... 5th Apr 40... Last Survey... 3rd October 1940
Reg. Book... 87251... on the... S.S. 'BURNSIDE'Built at... Glasgow... By whom built... Barclay, Beuk & Co. Ltd... Yard No... 676... When built... 1940
Owners... Burns, Philp & Co... Port belonging to... GLASGOW

Electrical Installation fitted by... Sunderland Forge & Eng'g Co. Ltd... Contract No... 676... When fitted... 1940

Is vessel fitted for carrying Petroleum in bulk... No... Is vessel equipped with D.F... No... E.S.D... No... Gy.C... No... Sub.Sig... No

Have plans been submitted and approved... Yes... System of Distribution... Two wire... Voltage of supply for Lighting... 110

Heating... No... Power... 110... Direct or Alternating Current, Lighting... D.C... Power... D.C... If Alternating Current state frequency... Prime Movers,

has the governing been tested and found efficient when the whole load is suddenly thrown on and off... Yes... Are turbine emergency governors fitted with a

trip switch as per Rule... No... Generators, are they compound wound... Yes... are they level compounded under working conditions... Yes

if not compound wound state distance between generators... No... and from switchboard... No... Where more than one generator is fitted are they

arranged to run in parallel... No... are shunt field regulators provided... Yes... Is the compound winding connected to the negative or positive pole

Positive... Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing... No... Have certificates of

test for machines under 100 kw. been supplied... Yes... and the results found as per rule... Yes... Are the lubricating arrangements and the construction

of the generators as per rule... Yes... Position of Generators... In engine room

is the ventilation in way of generators satisfactory... Yes... are they clear of inflammable material... Yes... if situated

near unprotected combustible material state distance from same horizontally... No... and vertically... No... are the generators protected from mechanical

injury and damage from water, steam and oil... Yes... are the bedplates and frames earthed... Yes... and the prime movers and generators in metallic

contact... Yes... Switchboards, where are main switchboards placed... Near generators

are they in accessible positions, free from inflammable gases and acid fumes... Yes... are they protected from mechanical injury and damage from water, steam

and oil... Yes... if situated near unprotected combustible material state distance from same horizontally... No... and vertically... No... what insulation

material is used for the panels... Sindan... if of synthetic insulating material is it an Approved Type... Yes... if of

semi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule... No... Is the frame effectually earthed... Yes

Is the construction as per Rule... Yes... including accessibility of parts... Yes... absence of fuses on the back of the board... Yes... individual fuses

to pilot and earth lamps, voltmeters, etc... Yes... locking of screws and nuts... Yes... labelling of apparatus and fuses... Yes... fuses on the "dead"

side of switches... Yes... Description of Main Switchgear for each generator and arrangement of equaliser switches...

D.P. Switch and fuses

and for each outgoing circuit... D.P. C/o. Switch and fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule... No... Instruments on main switchboard... 2

ammeters... 2... voltmeters... No... synchronising devices... For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection... No... Earth Testing, state means provided... earth lamps

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 ...	2	20	110	182	685	Steam engine.		
EMERGENCY ...								
ROTARY TRANSFORMER								

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return feet).	INSULA- TED WITH.	HOW PROTECTED.
		No. in Parallel For Load.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	20	1	37/072	182	246	84	VC.	L.C.B.
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR								

[illegible]

	1	7/036	15	24	380	Russos	HR
WIRELESS	1	7/036	8	24	410	"	HR
NAVIGATION LIGHTS							
LIGHTING AND HEATING							
ENGINE ROOM LTR. DB	1	7/064	82	75	40	YL	LCA
SHOON. ACN LTR. SB	1	19/064	616	83	320	Russos	HR
ENGINEER & OFFICER ACN LTR. SB	1	7/064	32-4	46	210	"	HR
CROW AFT. LTR. DB	1	7/052	16	37	540	"	HR IN CONDUIT

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.								
LEPRIN. CARGO FANS.	1	.5	1	7/029	46	15	✓	475	WATER	HR in CONDUIT.
	3	1.36	1	7/052	13.5	27	✓	344	WATER	" " "
	3	.376	1	7/029	43	15	✓	408	WATER.	" " "
Oil Purifier.	1	.9	1	1/064	8	10	✓	100	WATER.	L.C.B

The Electrical Equipment is installed in accordance with the approved plans and the requirements of the Rules.

All Insulated Conductors are guaranteed to have been tested at the maker's works as specified in the Rules.

The foregoing is a correct description.

P. Pro. THE SUNDERLAND FORGE & ENGINEERING CO. LTD.

Electrical Engineers.

Date 5th Octr. 1940

COMPASSES.

Minimum distance between electric generators or motors and standard compass

45 feet from Cargo Reeling Fan

Minimum distance between electric generators or motors and steering compass

40 feet

The nearest cables to the compasses are as follows:—

A cable carrying 1 Ampères led into feet from standard compass led into feet from steering compass.

A cable carrying 5 Ampères 10 feet from standard compass 8 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.

Builder's Signature.

Date

7th Oct 1940

Is this installation a duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

The electrical equipment of this vessel has been fitted on board under special supervision, tested under full working conditions and found satisfactory. The materials and workmanship are good.

Noted

12/10/40

96

14/10/40

Total Capacity of Generators 40 Kilowatts.

The amount of Fee £ 25

When applied for 15 OCT 1940

Travelling Expenses (if any) £

When received.

5-11-19-40

Committee's Minute

GLASGOW

15 OCT 1940

SEE ACCOMPANYING MACHINERY REPORT.

Assigned

Surveyor to Lloyd's Register of Shipping.



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