

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

10 APR 1942

Received at London Office.....

Date of writing Report 7-4-1942 When handed in at Local Office 9-4-1942 Port of Leith

No. in Survey held at Burntisland Date, First Survey 26-2-42 Last Survey 6-4-1942
Reg. Book.39003 on the S.S. "WILLIAM PEARMAN." Tons { Gross 1552
Net 891

Built at Burntisland By whom built Burntisland J. B. Caldwell Card No. 257 When built 1942

Owners London Power Co Ltd Port belonging to London

Electrical Installation fitted by Burntisland J. B. Caldwell Contract No. 257 When fitted 1942

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 Lead & Return Voltage of supply for Lighting 110

Heating Power Direct or Alternating Current, Lighting Direct Power If Alternating Current state periodicity Prime Movers,

has the governing been tested and found as per Rule when full load is suddenly thrown on and off Yes Are turbine emergency governors fitted with a

trip switch as per Rule Generators, are they compound wound Yes, are they level compounded under working conditions Yes

if not compound wound state distance between generators and from switchboard 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

Negative Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing 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 Platform Starboard Side 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 None and vertically None 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 Starboard Side Engine Room

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 None and vertically None, what insulation

material is used for the panels Sindango, 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 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 One D. P. 100 Amp.

Switch & Fuses

and for each outgoing circuit One 30 Amp. D. P. Switch and D. P. Fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard One

ammeter, One, voltmeters, - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection Earth Testing, state means provided Earth lamps on each pole

Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type Yes, are all fuses labelled as

per Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested, are the reversed current

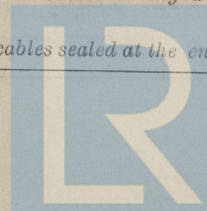
protection devices connected on the pole opposite to the equaliser connection, have they been tested under working conditions, and at what current

did they operate Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule Yes

Cables, are they insulated and protected as per the appropriate Tables of the Rules Yes, if otherwise than as per Rule are they of an approved type

state maximum fall of pressure between bus bars and any point under maximum load 4% are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends



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and found satisfactory.....Yes.

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.

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

W. D. Southwaite

DIRECTOR

Electrical Engineers.

Date 7-4-42.

COMPASSES.

Minimum distance between electric generators or motors and standard compass 136 feet.

Minimum distance between electric generators or motors and steering compass.

The nearest cables to the compasses are as follows:—

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

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

The maximum deviation due to electric currents was found to be Nil. degrees on any. course in the case of the standard compass, and degrees on course in the case of the steering compass.

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

W. D. Southwaite

DIRECTOR

Builder's Signature.

Date 7-4-42.

Is this installation a duplicate of a previous case YES. If so, state name of vessel S.S. "FULHAM VII".

Plans. Are approved plans forwarded herewith No. If not, state date of approval Glasgow 27-11-41.

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith Yes.

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

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

Noted

L.H.

16/4/42.

Total Capacity of Generators 8 Kilowatts.

The amount of Fee £ 8 : 0 : 0 When applied for, 9-4-1942

Travelling Expenses (if any) £ : : When received, 19.

Surveyor to Lloyd's Register of Shipping.

J. H. Campbell

Committee's Minute

TUE. 21 APR 1942

Assigned

See Lth. JE 20674



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