

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report 3rd Jan 1923 When handed in at Local Office 3rd Jan 1923 Port of Southampton Received at London 11th Jan 1923

No. in Survey held at Southampton Date, First Survey Nov 8 Last Survey Dec 12 1922
Reg. Book. 19148 on the HOPPER BARGE "GANGUIN N°2" (Number of Visits 3)

Built at Southampton By whom built White Bros. Yard No. 221 Tons { Gross 598
Net 283
When built 1922

Owners Spanish Government Port belonging to

Electric Light Installation fitted by E. H. Nishark & Co Contract No. When fitted 1922

System of Distribution All Fittings looped no joints
Pressure of supply for Lighting 110 volts, Heating none volts, Power none 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 overload 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 Only one, is an adjustable regulating resistance fitted in series with each shunt field yes ON Switchboard

Are all terminals accessible and clearly marked yes, are they so spaced or shielded that they cannot be accidentally earthed, or short circuited yes

Position of Generators 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 All iron work and , are the generators protected from mechanical injury and damage from water, steam or oil yes
are their axis 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 In 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 yes

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 All iron work
are they constructed wholly of durable, incombustible non-absorbent materials yes, is all insulation of high dielectric strength and of

permanently high insulation resistance yes, if semi-insulating material is used, are all conducting parts connected to one pole insulated from the slab with mica or micanite and the slab similarly insulated from its framework none used, and is the

frame effectively earthed yes Are the following fittings as per Rule, viz.:— spacing or shielding of live parts yes, accessibility of all parts yes, absence of fuses on back of board none, proportion of omnibus

bars 200% over, individual fuses to voltmeter, pilot or earth lamp Fitted, connections of switches

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

Double pole Quick Break

Instruments on main switchboard One ammeters One voltmeters synchronising device for paralleling purposes.

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

Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule yes



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Insulation of Cables, state type of cables, single or twin *Single* are the cables insulated and protected as per Tables III or IV of the Rules. *yes*

Fall of Pressure, state maximum between bus bars and any point of the installation under maximum load. *2 to 3 Volts*

Cable Sockets and other connections, are the ends of all cables having a sectional area of 0.007 square inch and above provided with soldering sockets *yes*

Paper Insulated Cables. If cables are paper covered, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound *none*

Cable Runs, are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage *yes*

Support and Protection of Cables, state how the cables are supported and protected *Steel Conduit*

If cables are run in wood casings, are the casings and caps secured by screws *✓*, are the cap screws of brass *✓*, are the cables run in separate grooves *✓*. If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VI *yes*

Refrigerated Chambers, if lights are fitted, are the cables and fittings in accordance with the special requirements *✓*

Joints in Cables, state if any, and how made, insulated, and protected. *no joints*

Watertight Glands and Deck Tubes, are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands *yes*

Bushes in Beams and Non-watertight Positions, where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed *yes* state the material of which the bushes are made *Sheet Lead. (Lead Covered Cables)*

Earthing Connections, state what earthing connections are fitted and their respective sectional areas *Engine Dynamo and Switch Board in direct metallic contact with Ships Frame*

are their connections made as per Rule *yes*

Alternative Lighting, are the groups of lights in the propelling machinery space arranged as per Rule *none*

Emergency Supply, state position and method of control of the emergency supply and how the generator is driven *none*

Navigation Lamps, are these separately wired *yes*, controlled by separate switch and separate fuses *yes*, are the fuses double pole *yes*, are the switches and fuses grouped in a position accessible only to the officers on watch *Wheel House*

has each navigation lamp an automatic indicator as per Rule *yes*, are separate screens provided for the use of oil and electric side lights *yes*

are separate oil lanterns provided for the mast head lights and side lights *yes*

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight *yes*

are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected *no*

are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected *no*

how are the cables led *Through Steel Tubes*

where are the controlling switches situated *Main in Engine room others in Wheel House and Forecastle*

Searchlight Lamps, No. of *1*, whether fixed or portable *1*, are their fittings as per Rule *1*

Arc Lamps, other than searchlight lamps, No. of *0*, are their live parts insulated from the frame or case *0*, are their fittings as per Rule *0*

Motors, are their working parts readily accessible *yes*, are the coils self-contained and readily removable for replacement *yes*

are the brushes, brush holders, terminals and lubricating arrangements as per Rule *yes*, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material *yes*

are they protected from mechanical injury and damage from water, steam or oil *yes*, are their axes of rotation fore and aft *yes*

if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type *yes*

if not of this type, state distance of the combustible material horizontally or vertically above the motors *and*

Control Gear and Resistances, are the generator field and motor speed regulators, starters and controllers constructed as per Rule *yes*

Lightning Conductors, where lightning conductors are required, are these fitted as per Rule *yes*

Ships carrying Oil having a Flash Point less than 150° F. Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings *yes*

If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office *yes*

| PARTICULARS OF GENERATING PLANT. | | | | | | | | | |
|----------------------------------|------------|------------|------------|-----------|----------------|--------------|--|----------------------|--|
| 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 ... | <i>one</i> | <i>1.2</i> | <i>110</i> | <i>11</i> | <i>900</i> | <i>Steam</i> | | | |
| AUXILIARY ... | | | | | | | | | |
| EMERGENCY ... | | | | | | | | | |
| ROTARY TRANSFORMER | | | | | | | | | |

| LIGHTING AND HEATING CONDUCTORS. | | | | | | | | | |
|----------------------------------|------------------------|--------------------|--|------------------------|--------------|---------------------------------|--|----------------|---------------------------|
| Ref. No. | DESCRIPTION. | No. of Conductors. | Effective Area of each Conductor. Sq. Ins. | COMPOSITION OF STRAND. | | Total Maximum Current. Amperes. | Approximate Length. (Lead and Return.) Feet. | Insulated with | HOW PROTECTED. |
| | | | | No. | Diameter. | | | | |
| | MAIN GENERATOR... | <i>2</i> | <i>0.100</i> | <i>4</i> | <i>0.045</i> | <i>34</i> | <i>12'</i> | <i>C.I.R.</i> | <i>Taped</i> |
| | AUXILIARY GENERATOR | | | | | | | | |
| | EMERGENCY GENERATOR | | | | | | | | |
| | ROTARY TRANSFORMER... | | | | | | | | |
| | AUXILIARY SWITCHBOARDS | | | | | | | | |
| | ENGINE ROOM | | | | | | | | |
| | BOILER ROOM | | | | | | | | |
| | WIRELESS | | | | | | | | |
| | SEARCHLIGHT | <i>4</i> | <i>0.030</i> | <i>3</i> | <i>0.036</i> | <i>12</i> | <i>90'</i> | <i>V.I.R.</i> | <i>Steel Conduit</i> |
| | MASTHEAD LIGHT... | <i>4</i> | <i>0.030</i> | <i>3</i> | <i>0.036</i> | <i>12</i> | <i>20'</i> | <i>V.I.R.</i> | <i>Lead Covered</i> |
| | SIDE LIGHTS | <i>4</i> | <i>0.030</i> | <i>3</i> | <i>0.036</i> | <i>12</i> | <i>20'</i> | <i>V.I.R.</i> | <i>Lead Covered</i> |
| | COMPASS LIGHTS | <i>2</i> | <i>0.030</i> | <i>3</i> | <i>0.036</i> | <i>12</i> | <i>46'</i> | <i>C.I.R.</i> | <i>Lead Steel Conduit</i> |
| | POOP LIGHTS | | | | | | | | |
| | CARGO LIGHTS | | | | | | | | |
| | ARC LAMPS | | | | | | | | |
| | HEATERS | | | | | | | | |

| MOTOR CONDUCTORS. | | | | | | | | | |
|-------------------|-------------------------|----------------|--|------------------------|-----------|---------------------------------|--|----------------|----------------|
| Ref. No. | DESCRIPTION. | No. of Motors. | Effective Area of each Conductor. Sq. Ins. | COMPOSITION OF STRAND. | | Total Maximum Current. Amperes. | Approximate Length. (Lead and Return.) Feet. | Insulated with | HOW PROTECTED. |
| | | | | No. | Diameter. | | | | |
| | BALLAST PUMP | | | | | | | | |
| | MAIN BILGE LINE PUMPS | | | | | | | | |
| | GENERAL SERVICE PUMP | | | | | | | | |
| | EMERGENCY BILGE PUMP | | | | | | | | |
| | SANITARY PUMP | | | | | | | | |
| | CIRC. SEA WATER PUMPS | | | | | | | | |
| | CIRC. FRESH WATER PUMPS | | | | | | | | |
| | AIR COMPRESSOR | | | | | | | | |
| | FRESH WATER PUMP | | | | | | | | |
| | ENGINE TURNING GEAR | | | | | | | | |
| | ENGINE REVERSING GEAR | | | | | | | | |
| | LUBRICATING OIL PUMPS | | | | | | | | |
| | OIL FUEL TRANSFER PUMP | | | | | | | | |
| | WINDLASS | | | | | | | | |
| | WINCHES, FORWARD | | | | | | | | |
| | WINCHES, AFT | | | | | | | | |
| | STEERING GEAR | | | | | | | | |
| | WORKSHOP MOTOR | | | | | | | | |
| | VENTILATING FANS | | | | | | | | |

None in Vessel

All Conductors are of annealed copper conforming to British Standard Specification No. 7. *yes*
The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.
The foregoing is a correct description.

E. D. Whitcomb & Co

Electrical Engineers.

Date *3. 1. 22*

COMPASSES.

Distance between electric generators or motors and standard compass

Distance between electric generators or motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying *5* Ampères *Four* feet from standard compass *5* 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 degrees on course in the case of the standard

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

Builder's Signature.

Date

Is this installation a duplicate of a previous case *yes*. If so, state name of vessel *"Gauguin" No 1.*

General Remarks (State quality of workmanship, opinions as to class, &c.)

This installation of electric light has been well fitted. The materials & workmanship are sound & good. It has been tried under full working conditions and found satisfactory.

It is submitted that
this vessel is eligible for
THE RECORD. Elec light.

Total Capacity of Generators *1.2* Kilowatts

The amount of Fee ... £ *5 : 0* :
Travelling Expenses (if any) £ : :
When applied for, *13/12/22*
When received, *13/12/22*

J. G. Mackillop

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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