

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 6 SEP 1926

Date of writing Report 3-9-1926 When handed in at Local Office 4-9-1926 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey 26-7-26 Last Survey 21-8-1926
Reg. Book. (Number of Visits 5)

on the S.T. Sc. Tug. "TAYRA".

Tons { Gross 104.70
Net 1.45.

Built at Aberdeen. By whom built A. Hall & Co. Ltd. Yard No. 600 When built 1926

Owners Gaslee & Son. Port belonging to London.

Electric Light Installation fitted by J. Thomson & Co. Aberdeen Contract No. When fitted 1926.

System of Distribution

Two wire

Pressure of supply for Lighting 100 volts, Heating volts, Power 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, is an adjustable regulating resistance fitted in series with each shunt field

Are all terminals accessible and clearly marked yes, are they so spaced or shielded that they cannot be accidentally earthed, or short circuited yes Are the lubricating arrangements of the generators as per Rule 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 none 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 near dynamo, 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 in same compartment.

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, 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, 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 yes, proportion of omnibus bars yes, individual fuses to voltmeter, pilot or earth lamp yes, connections of switches yes

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

Single pole switch & double pole fuses to each outgoing circuit.

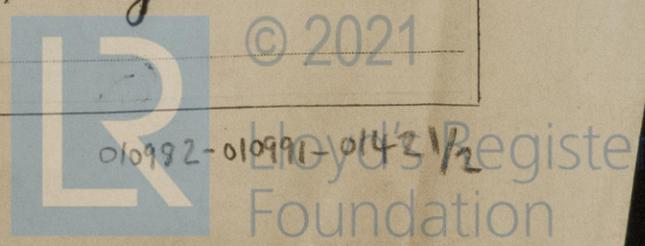
Instruments on main switchboard one ammeters one voltmeters synchronising device for paralleling purposes.

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

Earth lamp on each pole.

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



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 *III*

Fall of Pressure, state maximum between bus bars and any point of the installation under maximum load *2 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 fitted*

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 *Clipped to under side of deck, & to bulkheads*

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 *Vulcanized fibre*

Earthing Connections, state what earthing connections are fitted and their respective sectional areas *Earth lamps*

are their connections made as per Rule *yes*

Alternative Lighting, are the groups of lights in the propelling machinery space arranged as per Rule *yes*

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 *yes*

has each navigation lamp an automatic indicator as per Rule *not required by rules*, 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

where are the controlling switches situated

Searchlight Lamps, No. of *none*, whether fixed or portable , are their fittings as per Rule

Are Lamps, other than searchlight lamps, No. of *none*, are their live parts insulated from the frame or case , are their fittings as per Rule

Motors, are their working parts readily accessible *none*, are the coils self-contained and readily removable for replacement

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

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

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

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 *none*

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

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

DESCRIPTION OF GENERATOR.	No. of	RATED AT			DRIVEN BY.	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Amperes.		Revs. per Min.	Fuel Used.
MAIN	<i>One</i>	<i>1</i>	<i>100</i>	<i>10</i>	<i>700</i>	<i>Steam engine</i>	
AUXILIARY							
EMERGENCY							
ROTARY TRANSFORMER							

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>.01</i>	<i>7</i>	<i>.044</i>	<i>6.4</i>	<i>16</i>	<i>V.I.R.</i>	<i>Steel conduit</i>
	AUXILIARY GENERATOR								
	EMERGENCY GENERATOR								
	ROTARY TRANSFORMER								
	AUXILIARY SWITCHBOARDS								
	ENGINE ROOM	<i>2</i>	<i>.0015</i>	<i>1</i>	<i>.044</i>	<i>1.2</i>	<i>35</i>	<i>V.I.R.</i>	<i>L.C. & armoured</i>
	BOILER ROOM	<i>2</i>	<i>"</i>	<i>1</i>	<i>"</i>	<i>.6</i>	<i>35</i>	<i>"</i>	<i>"</i>
	<i>agt. Cabin.</i>	<i>2</i>	<i>"</i>	<i>1</i>	<i>"</i>	<i>.6</i>	<i>35</i>	<i>"</i>	<i>"</i>
	<i>fire cabin.</i>	<i>2</i>	<i>"</i>	<i>1</i>	<i>"</i>	<i>1.5</i>	<i>35</i>	<i>"</i>	<i>Lead covered.</i>
	WIRELESS								
	SEARCHLIGHT								
	MASTHEAD LIGHT	<i>2 @</i>	<i>.0012</i>	<i>11</i>	<i>.012</i>	<i>.6</i>	<i>40</i>	<i>Lat type</i>	<i>Steel Conduit</i>
	SIDE LIGHTS	<i>2 @</i>	<i>"</i>	<i>11</i>	<i>"</i>	<i>.6</i>	<i>35</i>	<i>"</i>	<i>"</i>
	COMPASS LIGHTS								
	POOP LIGHTS								
	CARGO LIGHTS								
	ARC LAMPS								
	HEATERS								

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								

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

James Thomson

Electrical Engineers.

Date 1st September 1926

COMPASSES.

Distance between electric generators or motors and standard compass

Distance between electric generators or motors and steering compass

About 40 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 2.4 Ampères feet from standard compass 4 feet from steering compass.

A cable carrying 1.5 Ampères feet from standard compass 4 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 degrees on course in the case of the standard compass, and no degrees on any course in the case of the steering compass.

ALEXANDER HALL & CO., L^{TD}

[Signature]

Builder's Signature.

Date 2.9.1926

SECRETARY

Is this installation a duplicate of a previous case If so, state name of vessel

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

The electrical installation of this vessel has been fitted on board under special survey, tried under working conditions, & found good. It is eligible in my opinion to have the record Electric Light.

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

[Signature]
1/9/26

Total Capacity of Generators 1 Kilowatts

The amount of Fee £ 3 : -

When applied for, 19

When received, 19

Travelling Expenses (if any) £ :

4.12.26

For J. D. Boyle & self.

P. Fitzgerald.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Elec. Light

1m. 9.24. - I. answer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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