

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

15 NOV 1939

Received at London Office

Date of writing Report 6<sup>th</sup> November 1939 When handed in at Local Office 13. 11. 1939 Port of GLASGOW.

No. in Survey held at PORT GLASGOW & GREENOCK. Date, First Survey 13. 9. 39 Last Survey 7<sup>th</sup> November 1939.  
Reg. Book. (Number of Visits.....)

39219. on the "S.S. GLENPARK"

Tons { Gross 5136  
Net 3057

Built at PORT GLASGOW. By whom built LITHGOWS. L<sup>td</sup> Yard No. 922. When built 1939.

Owners THE DENHOLM LINE STEAMERS L<sup>td</sup> Port belonging to GREENOCK.

Electric Light Installation fitted by H.T. ROBERTSON & C<sup>o</sup> Contract No. 922. When fitted 1939.

Is the Vessel fitted for carrying Petroleum in bulk No.

## System of Distribution

Low wire.

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

Direct or Alternating Current, Lighting Direct. Power Direct.

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 —, is an adjustable regulating resistance fitted in series with each shunt field Yes

approved Yes. Have certificates of test results for machines under 100 kw. been submitted and approved —

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 In 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  
near generator.

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

Indanfo. 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

no. Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

Generator controlled by DP. Switch & fuses, each outgoing circuit by SP. Switch & DP. fuses

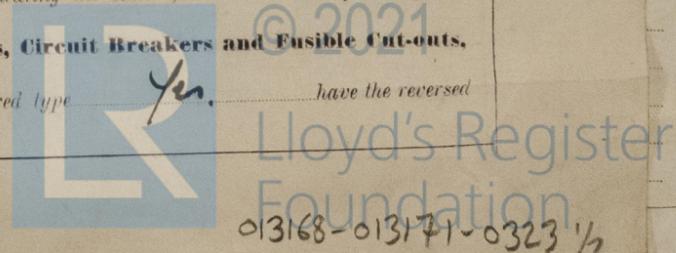
Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material —

Instruments on main switchboard One ammeters One

voltmeters — 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 Earth lamps.

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.

*H. J. Robertson & Co.*

Electrical Engineers.

Date *8<sup>th</sup> Nov '39*

COMPASSES.

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

*35 feet.*

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

*30 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying *2* Amperes *led into* feet from standard compass *led into* feet from steering compass.

A cable carrying *4* Amperes *10* feet from standard compass *8* feet from steering compass.

A cable carrying \_\_\_\_\_ Amperes \_\_\_\_\_ 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 \_\_\_\_\_ course in the case of the standard compass, and *nil* degrees on \_\_\_\_\_ course in the case of the steering compass.

*WILKINSONS LIMITED*  
*John Mearhead*

Builder's Signature.

Date *9<sup>th</sup> Nov 1939*

Is this installation a duplicate of a previous case *Yes.*

If so, state name of vessel *S.S. "BROOMPARK"*

General Remarks (State quality of workmanship, opinions as to class, &c.)  
*The electrical equipment of this vessel has been fitted on board under special survey, tested under full working conditions and found satisfactory. The workmanship and material are good.*

*Noted*  
*17/11/39*

*906*  
*13/11/39*

Total Capacity of Generators *12* Kilowatts.

The amount of Fee ... £ *12* : - : *When applied for.* *11-6-39*

Travelling Expenses (if any) £ *16/11* : : *When received.* *20/11/39*

*S. G. Findlay*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW** *14* NOV 1939

SEE ACCOMPANYING MACHINERY REPORT.

Assigned



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570,330.—Transfer. The Surveyors are requested not to review or believe the space for Committee's Minute.