

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 11 MAR 1929

Date of writing Report 19 When handed in at Local Office 8.3.29 Port of Newcastle-on-Tyne

No. in Survey held at Newcastle. Date, First Survey 3<sup>rd</sup> Jan 1929 Last Survey 25 Feb 1929  
Reg. Book. Supp. 89333 on the S.S. "British Binaloy" (Number of Visits... 8...)

Built at Newcastle. By whom built Palmer's Co. Ltd. Yard No. 979 When built 1929  
Owners British Tanker Co. Ltd. Port belonging to London

Electric Light Installation fitted by Palmer's Co. Ltd. Contract No. 979. When fitted 1929.

System of Distribution Double wire distribution system ✓

Pressure of supply for Lighting 110 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 rating 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 No, is an adjustable regulating resistance fitted in series with each shunt field Yes

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 on dynamo flat

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 in engine room dynamo flat.

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, 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

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, 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 Double pole switch fuses on dynamo mains. Double pole change over switch fuses on each outgoing circuit

Instruments on main switchboard one ammeters — 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 connected to earth through switches fuses.

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules Yes

Joint Boxes Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule Yes.



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.

*W. H. Bomeroy* Electrical Engineers.



COMPASSES.

Distance between electric generators or motors and standard compass *270 feet.*  
 Distance between electric generators or motors and steering compass *265 feet.*  
 The nearest cables to the compasses are as follows:—  
 A cable carrying *.28* Ampères *on the* ~~foot from~~ standard compass *7* feet from steering compass.  
 A cable carrying *.28* Ampères *7* feet from standard compass *on the* ~~foot 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 *all* course in the case of the standard compass, and *nil* <sup>FOR</sup> degrees on *all* course in the case of the steering compass.

PALMERS SHIPBUILDING & IRON Co., Ltd.,

*G. W. Williamson* Builder's Signature. Date *5/3/29.*

SHIPYARD MANAGER.

Is this installation a duplicate of a previous case *No* If so, state name of vessel \_\_\_\_\_

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

*The above installation is in accordance with the Society's Rules.  
 The vessel is eligible in my opinion for notation Elec Light Wireless.*

*It is submitted that  
 this vessel is eligible for  
 THE RECORD. — ELEC. LIGHT.*

*Wm. 11. 3. 29.*

*[Handwritten initials]*

Total Capacity of Generators *20* Kilowatts.

The amount of Fee ... £ *17:10* } When applied for, *19 MAR 1929*  
 Travelling Expenses (if any) £ : : } When received, *14. 3. 29*

*W. T. Badger*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute *M. 15 MAR 1929*

Assigned *Elec Light*

Im. 288.—Transfer (The Surveyors are requested not to write on or below the space for Committee's Minute.)

