

No. 38834

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

15 SEP 1927

Received at London Office

HULL

Sept 4th 1927 When handed in at Local Office 12.8.27 Port of

held at Hull

Date First Survey May 27th 1924

Last Survey Sept 2nd 1924

(Number of Visits) Three

Steel Screw S.S. "LEPANTO"

Tons { Gross 6368

Net 4020

Glasgow. By whom built Russell & Co.

Yard No. ✓

When built 1915-11.

man's Wilson Line, Ltd. Port belonging to Hull

Installation fitted by Charles B. Building & Eng'g Co. Ltd.

Contract No. ✓

When fitted 1924

Double Wire

Lighting 100 volts, Heating ✓ volts, Power 100 volts.

Current, Lighting Direct Current Power Direct Current.

tem, state frequency of periods per second ✓

ernor been tested and found efficient when the whole load is suddenly thrown on or off Yes

ply with the requirements regarding rating Yes, are they compound wound Yes

per cent. Yes, if not compound wound state distance between each generator

ator is fitted are they arranged to run in parallel No, is an adjustable regulating resistance fitted in

clearly marked, and furnished with sockets Yes, are they so spaced or shielded that they cannot be accidentally earthed,

Yes. Are the lubricating arrangements of the generators as per Rule Yes

(new) Lower aft. Starboard side of engine room.

the generators satisfactory Yes, are they clear of all inflammable material Yes

ed 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

re and aft Yes

s and frames of the generating plant efficiently earthed Yes are the prime movers and

metallic contact Yes

ere placed Ship's side starboard near generators

If the generators and main switchboard are not placed in the same compartment, is each generator provided with

as near as possible to the terminals of the generator, additional to that provided on the main switchboard ✓

placed in accessible positions, free from inflammable gases and acid fumes Yes

nical injury and damage from water, steam or oil Yes, if situated near unprotected

e material, state distance of same horizontally from or vertically above the switchboards ✓ and ✓

urable, non-ignitable non-absorbent materials Yes, is all insulation of high dielectric strength and of

resistance Yes, if semi-insulating material is used, are all conducting parts insulated from the slab

r non-hygroscopic insulating material, and the slab similarly insulated from its framework Yes

earthed Yes. Are the fittings as per Rule regarding:— spacing or shielding of live parts

cessibility of all parts Yes, absence of fuses on back of board Yes, proportion of omnibus

, individual fuses to voltmeter, pilot or earth lamp Yes, connections of switches Yes

tion of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches Each

as double pole switches & fuses Each outgoing circuit

change over switches & double pole fuses.

chboard 2 ammeters 2 voltmeters synchronising device for paralleling purposes.

means are provided at the main switchboard for indicating the state of the insulation of the system Each lamp.

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

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



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W/59 0078/1121

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.

FOR EARLE'S
SHIPBUILDING & ENGINEERING CO. LIMITED.

W. Tyacke

Electrical Engineers. Date

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 Ampères feet from standard compass 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 *no* If so, state name of vessel

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

The existing installation remains similar to List Entry report, & a new 15 kilowatt generator, with new switchboard, two ventilating fans, & refrigeratory chamber lights, as specified overleaf.

The additional installation of this vessel has been fitted on board under Special Survey tried under full load, & working conditions & found satisfactory. The material & workmanship are good.

It is submitted that
this vessel is eligible to
remain as CLASSED.

W. J.

28/9/27

Total Capacity of Generator *15* Kilowatts.

The amount of Fee ... £ *5 : 00*

When applied for,

14. 9. 1924

When received,

26. 10. 1924

Travelling Expenses (if any) £

J. L. Smith

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned *as now*

Im. 127.—Transfer.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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