

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

Date of writing Report

19

When handed in at Local Office

1st Sept 1927

Port of

BELFAST

-2 SEP 1927

No. in Survey held at

BELFAST

Date, First Survey 4th JulyLast Survey 30th Aug 1927

Reg. Book.

on the STEAMER SC. "BRIGIDA"

(Number of Visits.....)

Tons

Gross

Net

Built at BELFAST

By whom built HARLAND AND WOLFF LTD

Yard No. 799

When built 1927

Owners CURACAO SCHEEPVART MAATS.

Port belonging to WILLEMSTAD

Electric Light Installation fitted by HARLAND AND WOLFF LTD

Contract No. 799 When fitted 1927

System of Distribution TWO WIRE DIRECT CURRENT TO DISTRIBUTION BOXES.

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

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 IN ENGINE ROOM ON STARBOARD SIDE AFT. YES

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 YES, 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 ON ANGLE IRON FRAME BESIDE 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 YES

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes YES, if situated near unprotected are they protected from mechanical injury and damage from water, steam or oil YES and

woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards YES, is all insulation of high dielectric strength and of are they constructed wholly of durable, incombustible non-absorbent materials YES

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 YES, and is the frame effectively earthed YES

Are the following fittings as per Rule, viz.:— spacing or shielding of live parts YES, proportion of omnibus bars YES, accessibility of all parts YES, absence of fuses on back of board YES

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

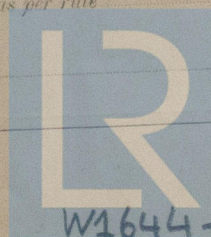
Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches. GENERATOR IS CONNECTED TO BUS BARS BY DOUBLE POLE OVER LOAD AND TIME LIMIT CIRCUIT BREAKER AND EACH OUTGOING CIRCUIT HAS DOUBLE POLE SWITCHES AND FUSES.

Instruments on main switchboard 1 ammeters 1 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 INDICATOR LAMPS CONNECTED TO BUS BARS THROUGH DOUBLE POLE SWITCH AND FUSES.

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



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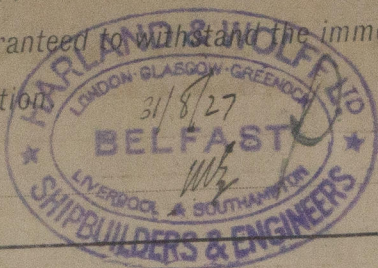
Lloyd's Register

W1644-0150 Foundation

W1644-150/2

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								
	BLOWER MOTOR GALLEY RANGE	1	.003	3	.036"	6 ✓	66	RUBBER	LEAD COVERED

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



Electrical Engineers.

Date 31/8/27

COMPASSES.

Distance between electric generators or motors and standard compass 164 FEET

Distance between electric generators or motors and steering compass 160 FEET

The nearest cables to the compasses are as follows:—

A cable carrying 14.4 Amperes 18 feet from standard compass 12 feet from steering compass.

A cable carrying 8.2 Amperes 18 feet from standard compass 12 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 Any course in the case of the standard compass, and NIL degrees on Any course in the case of the steering compass.



Builder's Signature.

Date 31/8/27

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

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

This installation has now been efficiently fitted in accordance with the rules. The materials and workmanship are good and when tested under full working load the installation worked satisfactorily.

In my opinion the installation is eligible to have the notation "Electric light"

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

Elec. Light

31/8/27

Total Capacity of Generators 8 Kilowatts

The amount of Fee ... £ 8

Travelling Expenses (if any) £

When applied for,

14 Sept 1927

When received,

12.10.27

R. Lee Ames.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 6 SEP 1927

Elec. Lt.

Assigned



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Foundation