

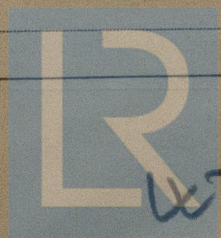
REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 23 MAY 1928

Date of writing Report 19 When handed in at Local Office 22nd May 1918 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 6th March Last Survey 18th May 1918
 Reg. Book. (Number of Visits 9)
 on the STEEL TWIN SC PUNTA GORDA Tons { Gross
 Net
 Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 835 When built 1928
 Owners Ray Shipping Co. Ltd (J. Weir & Co. Imp.) Port belonging to London
 Electric Light Installation fitted by Harland & Wolff Ltd. Contract No. 835 When fitted 1928.

System of Distribution Two Wire Direct Current to Distribution Boxes
 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 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? No
 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 In Engine Room - aft
 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 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 aft Bulkhead.
 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, 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
 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 Each Generator is connected to separate sets of bus-bars with Double poles, Switches & Fuses & each outgoing circuit has Double Pole change over Switches and Double Pole Fuses
 Instruments on main switchboard Two 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 indicator lamps with change over switch to each set of bus-bars
 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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If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office.....

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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 19-5-28.

COMPASSES.

Distance between electric generators or motors and standard compass

210 feet

Distance between electric generators or motors and steering compass

205 feet

The nearest cables to the compasses are as follows:—

A cable carrying 9 Amperes 10 feet from standard compass 5 feet from steering compass.

A cable carrying 14 Amperes 22 feet from standard compass 14 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 all course in the case of the standard compass, and nil degrees on all course in the case of the steering compass.



Builder's Signature.

Date 19-5-28.

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

"Hooiberg"

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

This work has been done under special survey. The materials and workmanship are sound and good. The installation has been fitted in accordance with the rules and tried out under full working conditions. The vessel is now eligible, in my opinion, for notation "Electric light"

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

25/5/28

Total Capacity of Generators 10 Kilowatts

The amount of Fee ... £ 10 :— : When applied for, 22 May 1928

Travelling Expenses (if any) £ : : When received, 29.5.28

R. H. Amey
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 MAY 1928

Assigned Elec. Light

1m.3.22.—Transfer.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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