

YACHT.

15818

Rpt. 13.

No. 12577

# REPORT ON ELECTRIC FITTINGS

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

23 AUG 1926

Date of writing Report 20<sup>th</sup> Aug 1926 When handed in at Local Office 20<sup>th</sup> Aug 1926 Port of SouthamptonNo. in Survey held at Gosport Date, First Survey 29<sup>th</sup> Apr Last Survey 20<sup>th</sup> Aug 1926  
Reg. Book.on the steel twin screw motor yacht VITA. Tons { Gross 345.40  
Net 152.60

Built at Southampton &amp; Gosport By whom built Camper &amp; Nicholsons Yard No. 337 When built 1926

Owners T. O. M. Spivich C.B.E. Port belonging to Portsmouth.

Electric Light Installation fitted by Camper &amp; Nicholsons Ltd Contract No. 337. When fitted 1926.

System of Distribution Two wire insulated ✓

Pressure of supply for Lighting 100 ✓ volts, Heating 100 ✓ volts, Power 100 ✓ 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 ✓, 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 Aft End Engine Room Yes ✓, are they clear of all inflammable material Yes ✓

is the ventilation in way of the generators satisfactory 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 ✓, 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 Aft End Engine Room

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 ✓, 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 Breaker

D.P. Switches &amp; Fuses D.P. Switch &amp; Fuses

Instruments on main switchboard 2 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 lamps Direct &amp; Battery

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 Yes ✓

of Shipping.



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Foundation

W307-019372



**Searchlight Lamps, No. of** \_\_\_\_\_, whether fixed or portable \_\_\_\_\_, are their fittings as per Rule \_\_\_\_\_

**Are Lamps, other than searchlight lamps, No. of** \_\_\_\_\_, are their live parts insulated from the frame or case \_\_\_\_\_, are their fittings as per Rule \_\_\_\_\_

**Motors, are their working parts readily accessible** yes \_\_\_\_\_, are the coils self-contained and readily removable for replacement yes \_\_\_\_\_

are the brushes, brush holders, terminals and lubricating arrangements as per Rule yes \_\_\_\_\_, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material yes \_\_\_\_\_

are they protected from mechanical injury and damage from water, steam or oil yes \_\_\_\_\_ are their axis of rotation fore and aft yes \_\_\_\_\_

if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type \_\_\_\_\_ and \_\_\_\_\_, if not of this type, state distance of the combustible material horizontally or vertically above the motors \_\_\_\_\_

**Control Gear and Resistances**, are the generator field and motor speed regulators, starters and controllers constructed as per Rule yes \_\_\_\_\_

**Lightning Conductors**, where lightning conductors are required, are these fitted as per Rule \_\_\_\_\_

**Ships carrying Oil having a Flash Point less than 150° F.** Have the special requirements of the Rules been complied with regarding switches, joint boxes section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings \_\_\_\_\_

If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office \_\_\_\_\_

PARTICULARS OF GENERATING PLANT.									
DESCRIPTION OF GENERATOR.	No of	RATED AT				DRIVEN BY.	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.		
		Kilowatts.	Volts.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.	
MAIN ...	1	16	100/152	160-105	500	Gardner	Paraffin		
AUXILIARY ...									
EMERGENCY ...									
ROTARY TRANSFORMER									

LIGHTING AND HEATING CONDUCTORS.									
Ref. No.	DESCRIPTION.	No. of Conductors.	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.				
	MAIN GENERATOR...	2	2000	3	.083	160	10	VJR	Lead Covered
	AUXILIARY GENERATOR								
	EMERGENCY GENERATOR								
	ROTARY TRANSFORMER...								
	AUXILIARY SWITCHBOARDS								
	ENGINE ROOM	2	.0070	4	.036	3	20	VJR	"
	BOILER ROOM								



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.

For CAMPER & NICHOLSON, LIMITED

*M. Blane*

Electrical Engineers.

Date Aug 12<sup>th</sup> 1926

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 \_\_\_\_\_ Amperes \_\_\_\_\_ feet from standard compass \_\_\_\_\_ feet from steering compass.  
A cable carrying \_\_\_\_\_ Amperes \_\_\_\_\_ feet from standard compass \_\_\_\_\_ 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 \_\_\_\_\_  
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.

For CAMPER & NICHOLSON, LIMITED

*M. Blane*

Builder's Signature.

Date Aug 12<sup>th</sup> 1926

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 electrical installation of this vessel has been fitted under special survey in accordance with the requirements of the Rules, and afterwards tested under full working conditions with satisfactory results. The vessel is eligible, in my opinion, to have a record of ELECTRIC LIGHT.*

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

*J. W. D.*  
27/8/26

Total Capacity of Generators 16 Kilowatts

The amount of Fee ... £ 15-10-0 When applied for, 21.8.1926  
Travelling Expenses (if any) £ : : When received, 28/8/26

*J. H. Garnett* for *A. H. Boyle*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 31 AUG 1926

Assigned Elec Light

56,1243—Transfer.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

*being 10/6 to be paid to the T. Dept.*