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Rpt. 13.

No. 12215

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

21 JAN 1925

Received at London Office.....

Date of writing Report 19 When handed in at Local Office 19/1/25 Port of Merseyside

No. in Survey held at Stockton-on-Tees Date, First Survey 31/12/24 Last Survey 12/1/1925  
Reg. Book. " " (Number of Visits.....4.....)

87829 on the Steel Racer Steamer "Ambassador" Tons { Gross 4450  
Subt Net 2658

Built at Stockton-on-Tees By whom built Messrs. Stephenson Shipbuilding & Repairing Co. (Stockton) Ltd No. 547 When built 1925

Owners Hall Bros S.S. Coy. Ltd Port belonging to Newcastle

Electric Light Installation fitted by Messrs. Subergill & Son Contract No. — When fitted 1925

### System of Distribution

Double Wire

Pressure of supply for Lighting 100 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 overload Yes, are they compound wound Yes

are they over compounded 5 per cent. —, 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 Starboard side of ship bottom platform, 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 4 ft. and Asbestos lined the generators protected from mechanical injury and damage from water, steam or oil

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 on Starboard side of Engine Room near Generators  
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 1'-0" and Asbestos lined

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 Yes, 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

Main Double Pole Switch with Single Pole Circuit Switches & Double Pole Fuses to various Distribution Stations

Instruments on main switchboard One ammeters One voltmeters Barth lamps 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 Barth lamps

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

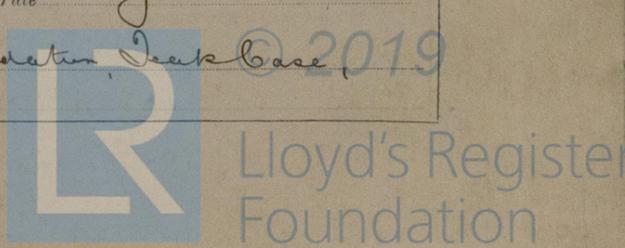
Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule Yes

Engine Room Iron Frame, Asbestos lined, Accommodation Deck Base, Asbestos lined

RETAIN

RETAIN

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**Insulation of Cables**, state type of cables, single or twin *Single* are the cables insulated and protected as per Tables III or IV of the Rules *Yes*

**Fall of Pressure**, state maximum between bus bars and any point of the installation under maximum load

**Cable Sockets and other connections**, are the ends of all cables having a sectional area of 0.007 square inch and above provided with soldering sockets *Yes*

**Paper Insulated Cables**, If cables are paper covered, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound

**Cable Runs**, are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage *Yes*

**Support and Protection of Cables**, state how the cables are supported and protected *By Iron clips, Lead covered & Armoured in Engine Room, Holders, Accommodation - Lead covered & Brass clips*

If cables are run in wood casings, are the casings and caps secured by screws, are the cap screws of brass, are the cables run in separate grooves. If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VI *Yes*

**Refrigerated Chambers**, if lights are fitted, are the cables and fittings in accordance with the special requirements

**Joints in Cables**, state if any, and how made, insulated, and protected *None*

**Watertight Glands and Deck Tubes**, are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands *Yes*

**Bushes in Beams and Non-watertight Positions**, where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed, state the material of which the bushes are made *Lead*

**Earthing Connections**, state what earthing connections are fitted and their respective sectional areas *Main Switchboard & Generator*, are their connections made as per Rule

**Alternative Lighting**, are the groups of lights in the propelling machinery space arranged as per Rule

**Emergency Supply**, state position and method of control of the emergency supply and how the generator is driven

**Navigation Lamps**, are these separately wired *Yes*, controlled by separate switch and separate fuses *Yes*, are the fuses double pole, are the switches and fuses grouped in a position accessible only to the officers on watch, has each navigation lamp an automatic indicator as per Rule *Yes*, are separate screens provided for the use of oil and electric side lights, are separate oil lanterns provided for the mast head lights and side lights

**Fittings**, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight *Yes*, are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected *no*, are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected *no*, how are the cables led, where are the controlling switches situated

**Searchlight Lamps**, No. of *None*, whether fixed or portable, are their fittings as per Rule

**Arc 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, are the coils self-contained and readily removable for replacement, are the brushes, brush holders, terminals and lubricating arrangements as per Rule, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material, are they protected from mechanical injury and damage from water, steam or oil, are their axis of rotation fore and aft, 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, if not of this type, state distance of the combustible material horizontally or vertically above the motors and

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

**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	6	100	60	550	Allen & Sons.		
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	.0750	19	.042	9.17	13 ft	Rubber	Leaky
	AUXILIARY GENERATOR								
	EMERGENCY GENERATOR								
	ROTARY TRANSFORMER...								
	AUXILIARY SWITCHBOARDS								
	ENGINE ROOM	2	.0100	7	.044	10	50 ft	So	to be removed
	BOILER ROOM	2	.0030	3	.036	3	120 ft	So	
	Engine Room	2	.0100	7	.044	10	80 ft	So	
	Officers - 20	2	.0445	7	.052	14.5	160 ft	So	
	WIRELESS	2	.0100	7	.044	10	160 ft	Rubber	
	SEARCHLIGHT								
	MASTHEAD LIGHT...	2	.0030	3	.036	3	100 ft	So	
	SIDE LIGHTS	2	.0015	1	.044	1.5	30 ft	So	
	COMPASS LIGHTS	2	.0015	1	.044	1.5	14 ft	So	
	POOP LIGHTS	2	.0100	7	.044	10	26 ft	So	
	CARGO LIGHTS	2	.0145	7	.052	14.5	130 ft	So	
	ARC LAMPS								
	HEATERS								

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								

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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.

*per*  
**RICHARD PICKERSGILL & SONS, LTD.**  
*A. H. Spencer*

Electrical Engineers.

Date *January 10<sup>th</sup> 1925*

COMPASSES.

Distance between electric generators or motors and standard compass *230 ft*

Distance between electric generators or motors and steering compass *230 ft*

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 *no* degrees on *all* course in the case of the standard compass, and *20* degrees on *all* course in the case of the steering compass.

FOR THE ROYAL SHIPBUILDING AND REPAIRING CO. (STOKTON) LIM.

*A. H. Spencer*  
Secretary.

Builder's Signature.

Date *Jan'y 12/1925.*

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.)

*This installation has been fitted in accordance with the Rules, is of good materials and workmanship, and on completion was examined under full working conditions and found satisfactory.*

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

*W.D.*  
*21/1/25*

Total Capacity of Generators *6* Kilowatts

The amount of Fee ... £ *6* : - : *When applied for, 16<sup>th</sup> Jan. 1925.*

Travelling Expenses (if any) £ : : *When received, See debit book.*

*W.A. Roberts*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Im. 924.—Transier.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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