

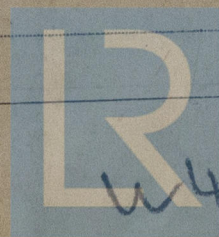
REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

29 DEC 1928

Date of writing Report 27/12/28 When handed in at Local Office 28 Dec 1928 Port of Hull
 No. in Survey held at Sunderland & Hull Date, First Survey 27 Nov Last Survey 21 Dec 1928
 Reg. Book. St. Athelstone (Number of Visits.....)
 Built at Free By whom built George S.B. & Co. Ltd Yard No. 284 When built
 Owners United Industries Co., Ltd. Port belonging to London
 Electric Light Installation fitted by James Wm. Goodfellow & Co. Ltd Contract No. 1928
Glasgow

System of Distribution Two wire insulated system
 Pressure of supply for Lighting 110 volts, Heating ✓ volts, Power ✓ volts
 Direct or Alternating Current, Lighting Direct current 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 rating 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 ✓
 Are all terminals accessible, clearly marked, and furnished with sockets Yes, are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes
 Are the lubricating arrangements of the generators as per Rule Yes
 Position of Generators Starboard side of engine room, aft, 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 ✓
 are their axes 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, direct coupled
 Main Switch Boards, where placed Aft of generator, in 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 ✓
 are they constructed wholly of durable, non-ignitable 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 insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework Yes
 and is the frame effectively earthed Yes Are the fittings as per Rule regarding:— spacing or shielding of live parts Yes
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
S.P. Switch & fuse for generator, & S.P. switches and fuses for each circuit.
 Instruments on main switchboard One 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 lamps, with switches & fuses
 Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules Yes
 Joint Boxes Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule Yes



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Control Gear and Resistances, are the generator field and motor speed regulators, starters and controllers constructed and fitted 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 box 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

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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.

For on behalf of
W. Min Goodfellow Technical Electrical Engineers.
W. Min Goodfellow Director

Date 28/11/28

COMPASSES.

Distance between electric generators or motors and standard compass

85 feet.

Distance between electric generators or motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying .54 Ampères on the feet from standard compass 8 feet from steering compass.

A cable carrying .54 Ampères 8 feet from standard compass on the 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.

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.

FOR THE SHIPBUILDING & REPAIRING CO. (1927) LTD.

H. V. Dragg

Builder's Signature.

Date

15 Dec/28

Joint Managing Director.

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, etc.)

The above installation is in accordance with the Society's Rules. The vessel is eligible in my opinion for notation electric light wireless

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

Elec Light

7/11/29

Total Capacity of Generators 5.0 Kilowatts.

The amount of Fee ... £ 5 : 0 : 0

When applied for,

11 Dec 28.

Travelling Expenses (if any) £ :

When received,

29.12.28

W. T. Badger & R. B. Grier.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Elec Light



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