

Rpt. 13.

No. 96545

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

AUG 16 1938

Received at London Office

Date of writing Report 19 When handed in at Local Office 25/8/38 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle Date, First Survey 10 March Last Survey 20 July 1938  
Reg. Book. Subp (Number of Visits.....)

39955 on the M.V. "Regent Tiger" Tons { Gross Net

Built at Newcastle By whom built Swan H.W.R. Ltd Yard No. 1545 When built 1938

Owners E. J. Bowring Ltd Port belonging to London

Electric Light Installation fitted by Swan Hunter & W.R. 6029 Contract No. 1545 When fitted 1938

Is the Vessel fitted for carrying Petroleum in bulk yes

System of Distribution Double wire

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 temperature rise 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

Have certificates of test results for machines under 100 kw. been submitted and approved yes Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing —

Have certificates for generators under 100 kw. been supplied and approved yes

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 Engine room starboard side, 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 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

Main Switch Boards, where placed Engine room starboard side

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, non-ignitable non-absorbent materials yes, is all insulation of high dielectric strength and of permanently high insulation resistance yes

is it of an approved type yes, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micaite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework yes, is the non-hygroscopic insulating material of an approved type yes, and is the frame effectively earthed yes

Are the fittings as per Rule regarding:— spacing or shielding of live parts yes, accessibility of all parts yes, absence of fuses on back of board yes, temperature rise of omnibus bars yes, individual fuses to voltmeter, pilot or earth lamp yes, are moving parts of switches alive in the "off" position no, are all screws and nuts securing connections effectively locked yes, are any fuses fitted on the live side of switches no

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

D.P.S + D.P. fuses on dynamo mains. D.P.C.O.S + D.P. fuses on each outgoing circuit

Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material — Instruments on main switchboard 3 ammeters. 3

voltmeters — synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

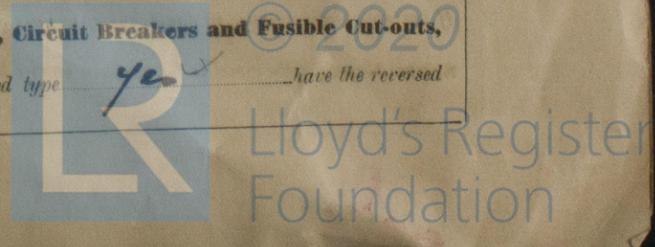
Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

E lamps coupled to 6 through switches & fuses Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules. yes, are the fusible cutouts of an approved type yes, have the reversed

RETAILED

of opening in 3/8" dia.  
d diameter of  
oles and pitch  
be shut off and  
ressure as per  
test pressure :  
drain cocks or  
on,  
Manufacturer,  
14/6/38.  
in  
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Engine Room  
visted  
story.  
er of Shipping.

Test sheets



W462-0042 (12)



The Electrical Equipment is installed in accordance with the approved plans.

All Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

For  
SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

Electrical Engineers.

Date 3<sup>rd</sup> Aug 1938

COMPASSES.

Minimum distance between electric generators or motors and standard compass 225 feet

Minimum distance between electric generators or motors and steering compass 222

The nearest cables to the compasses are as follows:—

A cable carrying -1 Ampères on the feet from standard compass 6 feet from steering compass.

A cable carrying -1 Ampères 6 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* *Job completed after adjustment of compasses W.T.B*

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 degrees on course in the case of the standard compass, and degrees on course in the case of the steering compass.

For  
SWAN, HUNTER, & WIGHAM RICHARDSON

*R. J. Clark*  
asst. chief draughtsman.

Builder's Signature.

Date 3<sup>rd</sup> August 1938.

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 above inst<sup>n</sup> has been fitted out under special survey. The materials used & workmanship are good. The dynamo, governors, main board, fuses, cables & fittings were examined & tested under working conditions & found satisfactory. The insulation resistance is good. This vessel is eligible in my opinion for notation D.F., E.S.D*)

*Noted*  
*D.N.P.*  
*20/8/38*

Total Capacity of Generators *55* Kilowatts.

The amount of Fee ... £ *28* : 0 : *10/8/38*

Travelling Expenses (if any) £ : : *20/8/38*

*W.T. Badger*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

The Surveyors are requested not to write on or below the space for Committee's Minute.



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