

Rpt. 13.

No. 11430

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL) WED. FEB. 14 1923

Date of writing Report 17<sup>th</sup> Dec. 1922 When handed in at Local Office 13<sup>th</sup> Feb. 1923 Port of Southampton

No. in Survey held at Cowes Date, First Survey 7<sup>th</sup> Dec. Last Survey 6<sup>th</sup> Dec. 1922.

on the M.V. "British Torch" (Number of Visits 2) Tons { Gross Net

Built at Cowes By whom built J. S. White & Co. Ltd. Yard No. 1592 When built 1922.

Owners British Petroleum Co. Ltd. Port belonging to Manchester

Electric Light Installation fitted by Salford Grier & Mackay Ltd. Contract No. When fitted 1922.

System of Distribution Double-Wire Loop-in System ✓  
Pressure of supply for Lighting 100 volts, Heating 100 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 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 Engine Room (Starboard Side), are the lubricating arrangements of the generators as per Rule yes

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 Beside Dynamo

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 yes

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

Main Switch for Dynos 50 Ampere Capacity D.P. Knife Pattern

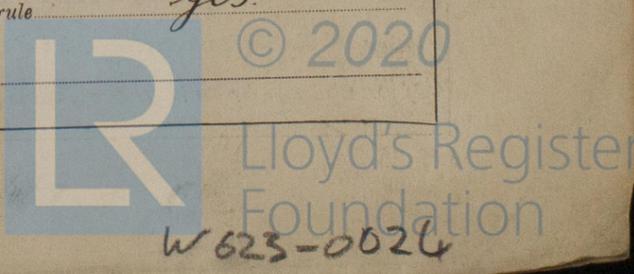
Circuit Switches 10 Ampere Capacity D.P. Lumblers Pattern

Instruments on main switchboard one ammeter, one voltmeter, — 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

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



**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 *2 volts*

**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 *yes*

**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 *Lead Covered (Single) in Galvanised Steel Tube from Aft to Fore on Bulwark Clipped to deck in Crew's Space & E. R.*

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 *yes* state the material of which the bushes are made *Lead*

**Earthing Connections**, state what earthing connections are fitted and their respective sectional areas *—*, are their connections made as per Rule *—*

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

**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 *yes*, are the switches and fuses grouped in a position accessible only to the officers on watch *yes*, 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 *yes*

**Fittings**, are all fittings on weather decks, in alokeholds 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 *Guard & Glasses*, *permanently fixed to Bulkhead from outside space*, how are the cables led *—*, where are the controlling switches situated *beside switchboard*

**Searchlight Lamps**, No. of *—*, 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 *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 *yes*

If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office *none*

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	2	100	20	1000	Petrol-Paraffin Engine		
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...	Two	.0225	7	.064	20 ✓	12		
	AUXILIARY GENERATOR								
	EMERGENCY GENERATOR								
	ROTARY TRANSFORMER...								
	AUXILIARY SWITCHBOARDS								
	ENGINE ROOM ...	Two	.007	7	.036	1.8 ✓	12	V. I. R.	Lead Covered.
	BOILER ROOM ...								
	Navigation	Two	.007	7	.036	6 ✓	60	V. I. R.	Lead Covered
	Forward	Two	.007	7	.036	8.2 ✓	168	V. I. R.	Lead Covered
	WIRELESS ...								
	SEARCHLIGHT ...								
	MASTHEAD LIGHT...	Two	.003	3	.036	.6 ✓	50	V. I. R.	Lead Covered
	SIDE LIGHTS ..(EACH)	Two	.003	3	.036	.6 ✓	30	V. I. R.	Lead Covered
	COMPASS LIGHTS ...								
	POOP LIGHTS ...								
	CARGO LIGHTS ...								
	ARC LAMPS ...								
	HEATERS ...	Two	.007	7	.036	7 ✓	16	V. I. R.	Lead Covered

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 ...								

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.

TRIFORD GRIFFIN & CO. LTD.

*H. J. M.*

Electrical Engineers.

Date 9 Feb 1923

**COMPASSES.**

Distance between electric generators or motors and standard compass

Distance between electric generators or motors and steering compass

20 feet

The nearest cables to the compasses are as follows:—

A cable carrying 6 Amperes 4 feet from standard compass 4 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 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 \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard

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

For J. SAMUEL WHITE & COMPANY, Ltd.

*[Signature]*

Builder's Signature.

Date 12.2.23

Managing Director.

Is this installation a duplicate of a previous case Yes If so, state name of vessel "British Spark"

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

*This installation has been fitted in accordance with the requirements of the Rules. The materials and workmanship are good. The installation has been tried under full working conditions and found satisfactory. The vessel is in my opinion eligible for the notation "Elec. Light."*

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

*[Signature]*  
12/2/23

Total Capacity of Generators 2 Kilowatts

The amount of Fee ... £ 5 : 0 : 11 / Jan 19 23

Travelling Expenses (if any) : £ ✓ : 29 / Jan 19 23

*A. H. Young* for *J. G. MacKillop*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Im 3.23.—Transfer.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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