

## Nov 2018 2nd

1. (a) State the purpose of fitting isolating valves in a ring fire main. (2)
- (b) State the type of valve that should be fitted for isolating sections of a ring fire main. (2)
- (c) Explain why the type of valve stated in part (b) is used. (3)
- (d) State how it is ensured that the isolating valve will operate when required. (1)
- (e) State the position of the machinery space isolating valve. (2)

## Nov 2018 2nd

2. (a) Sketch a vane type pump, labelling ALL components. (6)
- (b) Explain the operation of the pump sketched in part (a). (4)

## Nov 2018 2nd

3. With reference to compressed air systems used for starting air and control purposes:
  - (a) state the pressure used for starting air; (1)
  - (b) explain why the pressure stated in part (a) is necessary; (3)
  - (c) state the pressure used for control air; (1)
  - (d) explain why the pressure stated in part (c) is different to that stated in part (a); (3)
  - (e) explain why the pressure stated in part (c) is greater than that necessary to operate the control equipment. (2)

## Nov 2018 2nd

4. With reference to pneumatic control systems, explain EACH of the following:
  - (a) why moisture is undesirable; (4)
  - (b) why oil is generally undesirable; (3)
  - (c) why oil may be intentionally introduced into parts of the system. (3)

## Nov 2018 2nd

5. Describe, with the aid of a sketch, the operation of a Hydraulic Telemotor system. (10)

## Nov 2018 2nd

6. With reference to controllable pitch propellers:
- (a) describe a mechanism that changes the pitch of the blades; (7)
  - (b) explain how the pitch of the blades is indicated. (3)

## Nov 2018 2nd

7. With reference to main propulsion shaft hydraulic sleeve type couplings:
- (a) describe, with the aid of a sketch, the removal procedure; (7)
  - (b) state how it is determined, during reassembly, that the push fit is complete. (3)

## Nov 2018 2nd

8. With reference to comparing modern water lubricated stern tube bearings with those that are oil lubricated:
- (a) state THREE advantages; (3)
  - (b) state THREE disadvantages, explaining how EACH may be overcome. (7)

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9. (a) Compare the effects of earth leakage occurring in an earthed distribution system and in an insulated distribution system. (6)
- (b) State the reasons why an instrument type earth leakage detector will be fitted in preference to simple earth lamps. (4)

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- (e) State the position of the machinery space isolating valve. (2)

## Isolating Valves in a Ring Fire Main

### (a) Purpose of Isolating Valves:

Isolating valves play a crucial role in maintaining the effectiveness of a ring fire main by serving two key purposes:

1. **Maintaining System Integrity:** In case of a leak, fire damage, or maintenance on a specific section of the ring main, isolating valves allow shutting down that particular section. This ensures uninterrupted water supply to the rest of the ring, maintaining fire protection capabilities for other areas.
2. **Preventing Backflow:** Isolating valves prevent water from flowing in the wrong direction within the ring. This can occur due to pressure differences or pump operation and could potentially hinder firefighting efforts in certain sections.

### (b) Valve Type: Gate Valve

### (c) Reasons for Gate Valve:

Gate valves are the preferred choice for isolating sections of a ring fire main due to several advantages:

- **Positive Shut-Off:** Gate valves provide a complete closure, completely blocking water flow when shut. This is vital for effectively isolating leaks or damaged sections.
- **Low Pressure Drop:** When fully open, the internal design of a gate valve minimizes resistance to water flow, ensuring minimal impact on overall system pressure.
- **Durability:** Gate valves are known for their robust construction and ability to withstand the high pressures typically encountered in fire main systems.

### (d) Ensuring Valve Operation:

Several measures ensure reliable operation of isolating valves in a fire main:

- **Regular Maintenance:** Scheduled inspections and maintenance ensure the valve operates smoothly and components are free from corrosion or wear.
- **Operational Testing:** Periodic testing verifies the valve opens and closes fully during simulated emergency scenarios.

- **Grease Fittings:** Many gate valves have grease fittings for lubrication, which minimizes friction and ensures smooth operation during closure.
- **Accessibility:** Isolating valves are positioned in readily accessible locations to facilitate maintenance and operation during emergencies.

### (e) Machinery Space Isolating Valve:

The machinery space isolating valve is typically located **outside** the machinery space, in an easily accessible and tenable (safe) location. This allows for safe isolation of the fire main section within the machinery space in case of fire or other incidents. By having the valve outside, firefighters can control the water supply without entering the potentially hazardous environment.

2018 2nd

Nov 2018 2nd

2. (a) Sketch a vane type pump, labelling ALL components. (6)
- (b) Explain the operation of the pump sketched in part (a). (4)

## Vane Pump: Components and Operation

### (a) Components of a Vane Pump:

A vane pump is a positive displacement pump that utilizes sliding vanes within a rotor to move fluid. Here's a breakdown of its key components:

- **Housing:** The main body of the pump, typically made of cast iron or aluminum for strength and weight considerations.
- **Rotor:** A cylindrical or elliptical shaped rotor with slots machined along its circumference. The rotor is positioned eccentrically within the housing, meaning its center is not aligned with the center of the housing.
- **Vanes:** Flat, rectangular-shaped plates inserted into the slots of the rotor. The vanes are made from a wear-resistant material like spring steel or composite materials, and they slide freely within the slots. Spring mechanisms, centrifugal force, or a combination of both can be used to keep the vanes in contact with the housing wall.
- **Cam Ring (Optional):** In some vane pump designs, a circular inner lining within the housing surrounds the rotor. This cam ring provides a smooth surface for the vanes to slide against and can improve sealing efficiency.
- **Inlet Port:** The opening on the housing wall where fluid enters the pump chamber.
- **Outlet Port:** The opening on the housing wall where pressurized fluid exits the pump.

### (b) Operation of a Vane Pump:

1. **Rotation:** The rotor is driven by a shaft or motor, causing it to rotate eccentrically within the housing.
2. **Vane Movement:** As the rotor rotates, the centrifugal force and/or spring mechanisms push the vanes outward, making them slide against the inner wall of the housing (or the cam ring, if present).

3. **Suction Creation:** The eccentric positioning of the rotor creates increasing volume spaces between adjacent vanes on the inlet side of the pump. This decrease in volume generates a low-pressure zone at the inlet port, drawing fluid into the pump chamber.
4. **Trapping Fluid:** The sliding vanes act as seals, trapping the fluid within the expanding chambers between them.
5. **Displacement and Pressure Build-Up:** Continued rotation forces the trapped fluid around the outside of the rotor and towards the outlet port. The decreasing volume between the vanes and the housing progressively increases the pressure of the trapped fluid.
6. **Discharge:** The high-pressure fluid is expelled from the pump through the outlet port.

### Key Points:

- **Positive Displacement:** The fixed volume between the vanes and the housing ensures a constant amount of fluid is delivered with each rotation, regardless of the discharge pressure.
- **Self-Priming (to an extent):** Vane pumps can be self-priming to a certain extent due to their ability to evacuate air from the inlet chamber.
- **Variable Flow (in some designs):** Some vane pump designs allow for adjusting the angle of the vanes, enabling flow rate control.

**Note:** This explanation provides a general overview of vane pump components and operation. Specific designs and functionalities may vary depending on the manufacturer and application.

018 2nd

Nov 2018 2nd

3. With reference to compressed air systems used for starting air and control purposes:
  - (a) state the pressure used for starting air; (1)
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  - (c) state the pressure used for control air; (1)
  - (d) explain why the pressure stated in part (c) is different to that stated in part (a); (3)
  - (e) explain why the pressure stated in part (c) is greater than that necessary to operate the control equipment. (2)

I can definitely help you with that! Here's the breakdown of compressed air systems for starting air and control purposes:

#### (a) Starting Air Pressure:

The typical pressure used for starting air in compressed air systems can range from **25 bar (363 psi) to 40 bar (580 psi)**. This can vary depending on the size and type of engine being started.

#### (b) Reason for High Starting Air Pressure:

High starting air pressure is necessary to overcome the following challenges encountered during engine startup:

- **Overcoming Engine Compression:** As the engine pistons rotate during startup, they compress the air trapped within the cylinders. The starting air pressure needs to be high enough to overcome this compression and force the pistons down to initiate the combustion cycle.
- **Friction Losses:** Friction exists between various moving parts within the engine during startup. High starting air pressure ensures sufficient force to overcome these frictional losses and crank the engine effectively.
- **Low Engine Speed:** Initially, the engine speed is low during startup. This reduces the air intake efficiency, requiring a higher starting air pressure to deliver the necessary air volume for combustion.

### (c) Control Air Pressure:

The pressure used for control air in compressed air systems is typically much lower than starting air pressure, ranging from **5 bar (73 psi) to 10 bar (145 psi)**. The specific pressure depends on the control equipment being operated.

### (d) Reason for Different Pressures:

The pressure requirements for starting air and control air are different due to their distinct functions:

- **Starting Air:** Needs high pressure to overcome the high resistance encountered during engine startup, as explained in part (b).
- **Control Air:** Operates various control equipment and actuators within the system. These components typically require lower pressure to function effectively and efficiently. Using excessively high pressure for control air can damage delicate components or lead to over-actuation.

### (e) Higher Control Air Pressure Than Minimum Requirement:

The control air pressure is typically chosen to be higher than the minimum pressure required to operate the control equipment for a few reasons:

- **Safety Margin:** A higher pressure provides a buffer against pressure drops within the system due to factors like long pipelines, bends, or leaks. This ensures reliable operation of the control equipment even with some pressure loss.
- **Accounting for Future Expansion:** Maintaining a higher pressure allows for future expansion of the control system with additional equipment that might require slightly higher pressure for operation.
- **Standardization:** Standardized control air pressure levels are often used within facilities or industries to simplify system design and component selection.

Even though a higher pressure ensures reliable operation, it's important to avoid excessively high pressure that can waste energy and potentially damage control equipment. Choosing the optimal control air pressure involves considering the specific needs of the equipment, potential pressure losses, and overall system efficiency.



## Nov 2018 2nd

4. With reference to pneumatic control systems, explain EACH of the following:
- (a) why moisture is undesirable; (4)
  - (b) why oil is generally undesirable; (3)
  - (c) why oil may be intentionally introduced into parts of the system. (3)

### Moisture and Oil in Pneumatic Control Systems

#### (a) Why Moisture is Undesirable:

Moisture (water) in compressed air systems used for pneumatic control is highly undesirable for several reasons:

- **Corrosion:** Water can cause corrosion of metal components within the system, including pipes, valves, cylinders, and actuators. This can lead to sticking valves, reduced performance, and premature component failure. Rust weakens components and creates leaks.
- **Freezing:** In cold environments, moisture can freeze within the system, causing blockages that prevent proper operation of control equipment. This can lead to malfunctions and potential damage to components due to pressure surges. Frozen water can also expand and crack components.
- **Reduced Efficiency:** Moisture can interfere with the lubrication properties of compressed air, leading to increased friction within moving parts. This reduces the overall efficiency of the system and shortens the lifespan of components. As friction increases, more energy is wasted.
- **Reduced Service Life of Components:** Water can erode seals and damage internal components of valves and actuators, leading to premature wear and tear. Water can wash away lubricants and cause parts to bind or wear unevenly.

#### (b) Why Oil is Generally Undesirable:

While some control systems utilize oil, in most general pneumatic applications, oil is generally undesirable for the following reasons:

- **Gumming:** Oil can build up on internal surfaces of valves, solenoids, and other components over time. This can cause them to stick or malfunction, hindering proper operation of the control system. Oil residue can harden and restrict movement within valves and other components.
- **Contamination of Downstream Equipment:** Oil can contaminate downstream processes or products that are sensitive to oil contact. This can lead to product defects or safety hazards. For example, oil can stain or damage delicate materials used in manufacturing processes.
- **Compatibility Issues:** Certain materials used in control components might not be compatible with oil, leading to degradation or damage. Some plastics can become brittle or swell when exposed to oil.

#### (c) Why Oil May Be Intentionally Introduced into Parts of the System:

Despite the drawbacks mentioned above, oil may be intentionally introduced into specific parts of a pneumatic control system in some cases:

- **Lubrication of Specific Components:** Certain pneumatic components, such as cylinders with sliding seals or bearings, may require lubrication to reduce friction and wear. In such cases, a small amount of oil mist is introduced into the compressed air stream to provide lubrication for these specific components. This targeted lubrication can extend the lifespan of components and improve efficiency.
- **Corrosion Protection:** Oil can help protect internal surfaces from corrosion in environments with high humidity or where there's a risk of condensation. However, this approach should be carefully considered as oil can also attract contaminants.
- **Dust Control:** A small amount of oil can help to trap dust particles within the system, preventing them from reaching and damaging sensitive components. Oil can act as a sticky barrier, capturing dust before it enters critical parts.

### Important Note:

If oil is used in a pneumatic system, it's crucial to select the appropriate oil type and viscosity compatible with the specific components. Using the wrong oil can cause more harm than good. Regular maintenance practices are essential to remove accumulated oil and prevent buildup that can cause problems. In many modern systems, proper filtration and compressed air dryers can eliminate the need for oil altogether, improving system cleanliness and reducing maintenance needs.

18 2nd

Nov 2018 2nd

5. Describe, with the aid of a sketch, the operation of a Hydraulic Telemotor system. (10)

A hydraulic telemotor system is a mechanism used to remotely control the steering of a vessel or other large machinery using hydraulic principles. Here's a breakdown of its operation:

### Components:

- **Bridge Transmitter:** Located on the bridge (control room), this unit typically includes a steering wheel connected to a rack and pinion mechanism.
- **Hydraulic Lines:** These are high-pressure hoses that connect the transmitter and receiver.
- **Receiver:** Located near the steering gear, this unit translates the hydraulic signal from the transmitter into mechanical movement.

### Operation:

1. **Steering Wheel Movement:** When the helmsman turns the steering wheel on the bridge, the rack and pinion mechanism in the transmitter translates this rotational movement into linear displacement.
2. **Hydraulic Fluid Movement:** This linear displacement of the rack and pinion in the transmitter forces hydraulic fluid from a reservoir into one side of a cylinder within the transmitter. Simultaneously, the fluid on the opposite side of the cylinder is displaced.



3. **Pressure Transmission:** The movement of the hydraulic fluid creates a pressure difference across the transmitter cylinder. This pressure difference is transmitted through the hydraulic lines to the receiver.
4. **Receiver Movement:** The pressure difference in the receiver acts on two pistons or rams within the receiver unit. This pressure differential causes the rams to move in opposite directions.
5. **Steering Gear Control:** The movement of the rams in the receiver is then connected (through linkages) to the steering gear of the vessel, causing it to turn accordingly.

### Benefits of Hydraulic Telemotor Systems:

- **Remote Control:** Enables precise steering control from the bridge, which can be far from the actual steering gear location.
- **Amplified Force:** Hydraulics can amplify the force exerted by the helmsman on the steering wheel, making it easier to steer large vessels.
- **Redundancy:** Often used as a backup system in case of electrical or mechanical steering failure.

### Limitations:

- **Complexity:** Compared to simpler mechanical steering systems, hydraulic telemotor systems involve more components and require regular maintenance.
- **Leakage Risk:** Leaks in the hydraulic lines can compromise system performance and potentially lead to environmental concerns.
- **Slower Response:** There can be a slight time delay between the movement of the steering wheel and the response of the steering gear compared to some other systems.

**Overall, hydraulic telemotor systems offer a reliable and effective way to remotely control the steering of large machinery using hydraulic principles.**

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Nov 2018 2nd

6. With reference to controllable pitch propellers:
  - (a) describe a mechanism that changes the pitch of the blades; (7)
  - (b) explain how the pitch of the blades is indicated. (3)

## Controllable Pitch Propeller Mechanisms and Indication

### (a) Mechanism for Changing Blade Pitch:

Controllable pitch propellers (CPP) allow for adjusting the angle of the propeller blades while the engine is running. Here's a breakdown of a typical mechanism for changing blade pitch:

### Components:

- **Hub:** The central part of the propeller that houses the pitch change mechanism.
- **Blades:** Hydrofoils that rotate and generate thrust. They can pivot within the hub to change their pitch angle.
- **Pitch Change Rod:** A shaft or linkage that connects the blade root to the pitch change mechanism within the hub.
- **Pitch Control Mechanism:** This mechanism is located inside the hub and can be:
  - **Hydraulic System (Most Common):** Uses pressurized hydraulic fluid to actuate pistons or cylinders that push or pull on the pitch change rods, adjusting the blade angles.
  - **Electric System (Less Common):** Uses electric motors to drive gear mechanisms that rotate the pitch change rods.

### Operation:

1. **Command Signal:** The operator on the bridge sends a signal (electrical or mechanical) to the pitch control system. This signal indicates the desired blade pitch angle.
2. **Hydraulic or Electric Actuation:** Depending on the system type, the signal activates either a hydraulic pump or an electric motor within the pitch control mechanism.
3. **Hydraulic Fluid Flow (Hydraulic System):** In a hydraulic system, pressurized fluid is directed to specific chambers within pistons or cylinders based on the desired pitch change.
4. **Rod Movement:** The pressurized fluid pushes or pulls on pistons or cylinders, which in turn transmit the force through the pitch change rods.
5. **Blade Pitch Adjustment:** The pitch change rods are connected to the blade roots, and their movement causes the blades to pivot within the hub, adjusting their pitch angle.
6. **Electric Motor and Gear Mechanism (Electric System):** In an electric system, the activated motor drives gears that rotate the pitch change rods, achieving the desired blade pitch adjustment.

### (b) Pitch Blade Indication:

The operator needs to know the actual pitch angle of the propeller blades for optimal performance and control. Here are two common methods for indicating blade pitch:

- **Mechanical Pitch Indicator:** This is a dial gauge located near the bridge control system. It's connected to the pitch control mechanism via linkages or cables. As the blades move, the linkages rotate the gauge, displaying the actual pitch angle on the dial.
- **Electronic Pitch Indicator:** This is a more modern system that uses sensors within the hub to measure the actual blade angle. The sensor data is transmitted electronically to a display on the bridge, providing a real-time and accurate indication of the blade pitch.

### Additional Considerations:

- Safety features like blade position interlocks might be incorporated to prevent unintended blade movement during engine start-up or shutdown.
- Redundant systems (e.g., backup pumps) could be included in critical applications to ensure continued pitch control even in case of a malfunction.

By employing mechanisms like hydraulics or electrics, controllable pitch propellers offer precise control over blade pitch, enhancing vessel maneuverability, efficiency, and performance across

various operational scenarios. The use of either mechanical or electronic pitch indicators ensures the operator has accurate information about the actual blade angle for optimal control.

8 2nd

Nov 2018 2nd

7. With reference to main propulsion shaft hydraulic sleeve type couplings:
- (a) describe, with the aid of a sketch, the removal procedure; (7)
  - (b) state how it is determined, during reassembly, that the push fit is complete. (3)

## Main Propulsion Shaft Hydraulic Sleeve Type Couplings: Removal and Reassembly

### (a) Removal Procedure:

Removing a main propulsion shaft hydraulic sleeve type coupling requires careful planning and execution due to the significant forces involved. Here's a general outline of the procedure:

#### Preparation:

1. **Safety First:** Ensure all safety protocols are followed, including lockout/tagout procedures to prevent accidental shaft rotation or hydraulic pressure release.
2. **Support and Alignment:** Properly support the propeller shaft and the machine connected to the coupling (e.g., gearbox) using jacks or other lifting equipment to maintain alignment during disassembly.
3. **Drain Hydraulic System (if applicable):** If the coupling utilizes hydraulic pressure for actuation, ensure the system is drained and depressurized safely.

#### Disassembly:

1. **Disconnect and Remove Auxiliary Components:** Remove any sensors, piping, or other auxiliary components connected to the coupling housing.
2. **Loosen Fasteners (if applicable):** Some designs might have external fasteners (bolts, nuts) securing the coupling halves together. These need to be loosened and removed carefully.
3. **Hydraulic Pressure Application (if applicable):** In hydraulically actuated designs, specific procedures might involve applying controlled hydraulic pressure to separate the coupling halves. This should only be done following the manufacturer's instructions.
4. **Heater Application (Optional):** In some cases, applying controlled heat to the outer sleeve can aid in expansion and easier separation. However, proper temperature control is crucial to avoid damaging the coupling components.
5. **Pulling Force Application:** Once the coupling is disengaged, a pulling force may be required to separate the two halves. Specialized pulling tools or a controlled hydraulic ram might be used for this purpose.

#### Important Notes:

- The specific removal procedure will vary depending on the coupling design and manufacturer's instructions. It's crucial to consult the relevant manuals for detailed steps and safety precautions.
- During disassembly, extreme caution should be exercised to prevent damage to the coupling components, shaft, or surrounding machinery.

### **(b) Determining Push Fit Completion During Reassembly:**

Reassembly of a hydraulic sleeve coupling requires ensuring a proper push fit between the shaft and the inner sleeve. Here are some methods used to determine if the push fit is complete:

#### **1. Measurement and Tolerance Checks:**

- Consult the coupling manufacturer's specifications for the required dimensions of the shaft and the inner sleeve after assembly.
- Use precision measuring tools (calipers, micrometers) to verify that the achieved interference between the shaft and sleeve falls within the specified tolerance range. This ensures a tight and secure fit.

#### **2. Gap Measurement (Optional):**

- In some designs, there might be designated gap measurements between specific points on the coupling halves after assembly. Careful measurement with appropriate tools can confirm proper positioning and engagement.

#### **3. Factory-provided Tools (Optional):**

- Some coupling manufacturers might provide specialized tools or gauges for verifying the push fit. These tools may measure displacement, force required for insertion, or other parameters to indicate proper engagement.

#### **4. Visual Inspection:**

- While not the sole method, a thorough visual inspection can reveal any obvious gaps or misalignments between the coupling halves after assembly.

#### **Overall:**

A combination of these methods is typically used to ensure a proper and secure push fit during reassembly of a hydraulic sleeve coupling. Following manufacturer's instructions and employing the appropriate tools and measurements are crucial for a successful and reliable reassembly process.

## Nov 2018 2nd

8. With reference to comparing modern water lubricated stern tube bearings with those that are oil lubricated:
- (a) state THREE advantages; (3)
  - (b) state THREE disadvantages, explaining how EACH may be overcome. (7)

### Modern Water-Lubricated vs. Oil-Lubricated Stern Tube Bearings:

Here's a breakdown of the advantages and disadvantages of each type of stern tube bearing system:

#### (a) Advantages of Modern Water-Lubricated Bearings:

1. **Environmental Friendliness:** Water lubrication eliminates the risk of oil leaks into the marine environment, a major concern with oil-lubricated systems. This aligns with stricter environmental regulations and avoids potential pollution penalties.
2. **Lower Maintenance:** Modern water-lubricated bearings often require less maintenance compared to oil-lubricated systems. There's no need for regular oil changes, filter replacements, or monitoring of oil levels and contamination.
3. **Lower Operating Costs:** Water-lubricated systems eliminate the need for purchasing and managing lubricating oil. Additionally, the potential for environmental fines due to oil leaks is reduced.

#### (b) Disadvantages of Water-Lubricated Bearings and How to Overcome Them:

1. **Load Capacity:** Traditionally, water-lubricated bearings have had a lower load capacity compared to oil-lubricated systems. However, advancements in bearing materials and designs, such as high-performance polymers, are narrowing this gap. Additionally, careful propeller design and selection based on the specific water lubrication system can ensure sufficient load handling for modern vessels.
2. **Wear Rate:** Water can be more abrasive than oil, potentially leading to higher wear rates in water-lubricated bearings compared to oil-lubricated systems. This can be mitigated by using advanced bearing materials with superior wear resistance specifically designed for water lubrication. Regular monitoring of bearing wear and implementing planned maintenance schedules are also crucial.
3. **System Complexity:** Some water-lubricated systems, particularly those with external sea water circulation, can be more complex compared to simpler oil-lubricated systems. This can require additional training for crew members on operation and maintenance procedures. However, modern water-lubricated systems are becoming increasingly user-friendly with improved designs and automation features, reducing the complexity burden on crew.

**Overall:**

Modern water-lubricated stern tube bearings offer significant environmental and economic advantages. While there are some potential drawbacks in terms of load capacity and wear, advancements in materials and design are making them increasingly viable for modern vessels. Careful engineering considerations, proper propeller selection, and robust maintenance practices can further mitigate these potential limitations.

18 2nd

## Nov 2018 2nd

9. (a) Compare the effects of earth leakage occurring in an earthed distribution system and in an insulated distribution system. (6)
- (b) State the reasons why an instrument type earth leakage detector will be fitted in preference to simple earth lamps. (4)

Here's a breakdown of the effects of earth leakage in different distribution systems and the advantages of instrument type earth leakage detectors:

### (a) Earth Leakage Effects: Earthed vs. Insulated System

#### Earthed Distribution System:

- **Clear Fault Path:** In an earthed system, there's a deliberate connection between the system neutral and earth ground. This provides a clear path for leakage current to flow.
- **Fault Detection:** Earth leakage current will cause a flow of current through this path, potentially tripping earth fault protection devices (fuses or circuit breakers) and isolating the faulty circuit. This can lead to localised power outages in the affected area.
- **Potential Damage:** While generally safer, high earth leakage can still cause overheating in conductors and equipment if not addressed promptly.

#### Insulated Distribution System:

- **No Direct Path:** No intentional connection exists between the system neutral and earth. Earth leakage current has no direct path to flow and might not be high enough to trip standard overload protection devices.
- **Unidentified Faults:** This can lead to undetected earth faults, potentially causing:
  - **High Voltages:** The faulted phase can become energized at a voltage close to the line voltage relative to earth, creating a dangerous situation for personnel working on the system or equipment connected to the faulty phase.
  - **Arcing and Fires:** Leakage current can cause arcing at the fault location, leading to potential fires and equipment damage.

#### Summary:

Earth leakage in an earthed system is generally safer due to the clear fault current path and faster fault detection. In an insulated system, earth faults can be more dangerous due to the lack of a direct earth path and potential for undetected faults with increased risk of electrical shock, arcing, and fires.

### (b) Advantages of Instrument Earth Leakage Detectors over Earth Lamps:



While earth lamps offer a basic indication of earth leakage, instrument type earth leakage detectors provide significant advantages:

- **Sensitivity:** Instrument detectors are much more sensitive than earth lamps. They can detect even small leakage currents that might go unnoticed by a lamp, allowing for earlier detection of potential problems.
- **Selectivity:** Some instrument detectors can pinpoint the location of the fault within the system, aiding in faster troubleshooting and repair. This is particularly helpful in complex distribution networks.
- **Grounding Independence:** Instrument detectors function independently of the system grounding conditions. They work effectively in both earthed and insulated distribution systems.
- **Alarm and Trip Functions:** These detectors can be configured to provide an alarm or even trip the circuit breaker upon detecting a pre-set leakage current level. This provides a more automated and reliable response to earth faults.
- **Digital Readouts:** Modern detectors often provide digital readouts of the leakage current, allowing for easier monitoring and analysis of system health.

**Simple earth lamps**, while offering a basic tool, have limitations:

- **Limited Sensitivity:** They might not detect smaller leakage currents, potentially missing developing faults.
- **No Selectivity:** They cannot identify the location of the fault within the system.
- **Grounding Dependence:** Their operation depends on the system grounding conditions and might not be reliable in all situations.

**Instrument earth leakage detectors** offer a more advanced and reliable solution for detecting and managing earth faults in a distribution system, promoting safety and preventing potential equipment damage.

Nov 2018 2nd

10. Describe the routine maintenance that should be carried out on the electrical side of an a.c. generator set.

(10)

Oct 2020

## Routine Maintenance for A.C. Generator Set (Electrical Side)

Here's a breakdown of routine maintenance tasks for the electrical side of an AC generator set:

### Daily/Weekly Checks:

- **Visual Inspection:** Inspect for any signs of physical damage, overheating, burning, or loose connections on the generator terminals, busbars, and switchgear. Look for any signs of corrosion on electrical components.
- **Temperature Monitoring:** Monitor the operating temperature of the generator stator and windings using temperature sensors or infrared thermometers. Excessive temperatures indicate potential cooling issues or overloading.

- **Voltage and Frequency Monitoring:** Monitor the output voltage and frequency of the generator using appropriate meters or control panels. Ensure they stay within the specified operating range for stable power delivery.

### Monthly Checks:

- **Tightening Connections:** Re-tighten all electrical connections on the generator terminals, busbars, and switchgear to manufacturer's specifications. Over time, connections can loosen due to vibration or thermal expansion.
- **Cleaning:** Using compressed air or a dry cloth, carefully remove any dust, dirt, or debris that might accumulate on electrical components. Dirt and debris can act as insulators and affect heat dissipation, potentially leading to overheating.

### Quarterly/Biannually Checks:

- **Insulation Resistance Testing:** Perform periodic insulation resistance testing on generator windings and stator using a megger tester. This test helps identify potential insulation degradation that could lead to electrical faults.
- **Load Bank Testing:** Conduct periodic load bank testing to verify the generator's ability to deliver its rated power output and identify any potential issues under load conditions.

### Annual Checks:

- **Governor and Voltage Regulator Calibration:** Have a qualified technician calibrate the engine governor and voltage regulator to ensure they maintain proper speed and voltage control for the generator. Improper calibration can affect the generator's performance and stability.
- **Brush Replacement:** Generator brushes wear down over time and require periodic replacement as per manufacturer's recommendations. Worn brushes can affect the generator's output and efficiency.

### Additional Considerations:

- **Maintenance Records:** Maintain detailed records of all maintenance activities performed on the generator set, including dates, findings, and any corrective actions taken. This helps track the generator's health and identify potential trends.
- **Manufacturer's Recommendations:** Always refer to the manufacturer's operation and maintenance manuals for specific maintenance schedules and procedures for your particular AC generator set model.

**Following these routine maintenance practices helps ensure the reliable and safe operation of your AC generator set, minimizing downtime and extending its lifespan. Remember, some of these tasks might require qualified personnel depending on the complexity of the procedures and safety considerations.**