

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

19 JAN 1942

Received at London Office

Date of writing Report.....19..... When handed in at Local Office.....15/1/42 Port of Newcastle on Tyne

No. in Survey held at Newcastle Date, First Survey 14.10.41 Last Survey 31.12.41 1941
Reg. Book. (Number of Vols.....1.....) 8453

25714 on the BRITISH CHARACTER Tons { Gross 6500
Net 4897

Built at Newcastle By whom built Swan Hunter & Wigham Yard No. 1698 When built 1941
Owners British Tanker Co Ltd Port belonging to Richardson & Sta

Electrical Installation fitted by Candell & Isherwood Ltd Contract No. 1698 When fitted 1941

Is vessel fitted for carrying Petroleum in bulk Yes Is vessel equipped with D.F. Yes E.S.D. Yes Gy.C. No Sub.Sig. No

Have plans been submitted and approved Yes System of Distribution Two wire Voltage of supply for Lighting 110

Heating No Power Yes Direct or Alternating Current, Lighting Direct Power Direct If Alternating Current state periodicity — Prime Movers,

has the governing been tested and found as per Rule when full load is suddenly thrown on and off Yes Are turbine emergency governors fitted with a

trip switch as per Rule — Generators, are they compound wound Yes, are they level compounded under working conditions Yes,

if not compound wound state distance between generators — and from switchboard — Where more than one generator is fitted are they

arranged to run in parallel No, are shunt field regulators provided Yes Is the compound winding connected to the negative or positive pole

Negative Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing — Have certificates of

test for machines under 100 kw. been supplied Yes and the results found as per rule Yes Are the lubricating arrangements and the construction

of the generators as per rule Yes Position of Generators Engine room starboard side forward

—, is the ventilation in way of generators satisfactory Yes are they clear of inflammable material Yes, if situated

near unprotected combustible material state distance from same horizontally — and vertically —, are the generators protected from mechanical

injury and damage from water, steam and oil Yes, are the bedplates and frames earthed Yes and the prime movers and generators in metallic

contact Yes Switchboards, where are main switchboards placed Engine room starboard side on raised

platform

are they in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical injury and damage from water, steam

and oil Yes, if situated near unprotected combustible material state distance from same horizontally — and vertically —, what insulation

material is used for the panels Ebony Suidays, if of synthetic insulating material is it an Approved Type Yes, if of

semi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule — Is the frame effectually earthed Yes

Is the construction as per Rule Yes, including accessibility of parts Yes, absence of fuses on the back of the board Yes, individual fuses

to pilot and earth lamps, voltmeters, etc. Yes locking of screws and nuts Yes, labelling of apparatus and fuses Yes, fuses on the "dead"

side of switches Yes Description of Main Switchgear for each generator and arrangement of equaliser switches Double pole

circuit breakers with overload, no volt, & reverse current trip

—

and for each outgoing circuit Double pole quick break knife switches & double pole

fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard 4

ammeters 2 voltmeters 2 synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection — Earth Testing, state means provided Earth lamps connected to earth via circuit breakers & fuses

Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type Yes, are all fuses labelled as

per Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested 50%, are the reversed current

protection devices connected on the pole opposite to the equaliser connection —, have they been tested under working conditions, and at what current

did they operate — Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule Yes

Cables, are they insulated and protected as per the appropriate Tables of the Rules Yes, if otherwise than as per Rule are they of an approved type —

state maximum fall of pressure between bus bars and any point under maximum load Less than are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends Yes

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Insulation Tests, has the insulation resistance of all circuits and apparatus been tested and found satisfactory.

The Electrical Equipment is installed in accordance with the approved plans and the requirements of the Rules.

All Insulated Conductors are guaranteed to have been tested at the maker's works as specified in the Rules.

The foregoing is a correct description.

CAMPBELL & ISHERWOOD, LTD.

Electrical Engineers.

Date 10th Jan 1942

COMPASSES.

Minimum distance between electric generators or motors and standard compass 210'

Minimum distance between electric generators or motors and steering compass 200'

The nearest cables to the compasses are as follows:—

A cable carrying 1/4 Ampères inside feet from standard compass feet from steering compass.

A cable carrying 1/4 Ampères inside 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 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 every course in the case of the standard compass, and nil degrees on every course in the case of the steering compass.

SWAN, HUNTER, & WHITE, RICHARDSON, LTD.

Builder's Signature.

Date 12th Jan 1942

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

Plans. Are approved plans forwarded herewith. No If not, state date of approval 30/6/41 + 1/8/41

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith Yes

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.) The electrical

installation of this vessel was installed under special survey. The workmanship & material used are good. The governing & compounding & regulation of generator sets were tested, the overload & reverse current trips of circuit breakers were tested, & the insulation resistance of each circuit measured & found satisfactory. In my opinion the installation of this vessel is suitable for class.

Noted

L.P.

20/1/42

Total Capacity of Generators 60 Kilowatts.

The amount of Fee ... £ 28 : 10 : When applied for, 8/1/42

Travelling Expenses (if any) £ : : When received, 19

W.H. Cornell

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 JAN 1942

Assigned See fee made, rpl



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