

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

AUG 21 1940

Date of writing Report... 2-8-40 When handed in at Local Office... 17-8-40 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 1940 July 9 Last Survey 6-8-40

Reg. Book. 89301 on the S.S. "NOVELIST" Tons Gross 6122.67 Net

Built at Glasgow By whom built Harland & Wolff Ltd Yard No. 1033G When built 1940

Owners Charente S.S. Co Ltd Port belonging to Liverpool

Electrical Installation fitted by Harland & Wolff Ltd Contract No. 1033G When fitted 1940

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

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

Heating Power 110 Direct or Alternating Current, Lighting direct Power direct If Alternating Current state frequency Prime Movers

has the governing been tested and found efficient when the whole 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

positive 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 Remarks Are the lubricating arrangements and the construction

of the generators as per rule Yes Position of Generators in engine room

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 near generators

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 Sindanyo, 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"

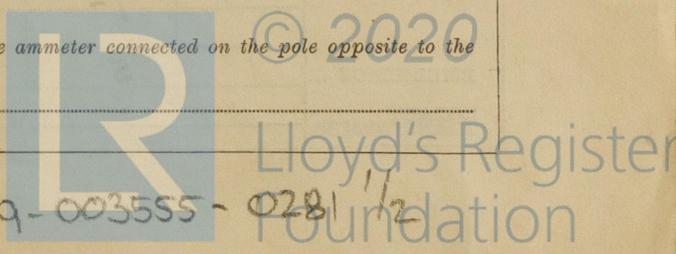
side of switches Yes Description of Main Switchgear for each generator and arrangement of equaliser switches S.I. switch and fuse

and for each outgoing circuit S.I. switch and fuse

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Instruments on main switchboard 2

ammeters 1 voltmeters synchronising devices For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection Earth Testing, state means provided



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, are the reversed current protection devices connected on the pole opposite to the equaliser connection -, have they been tested under working conditions -. 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 5/16ths, 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 exposed ends - with insulating compound - or waterproof insulating tape -. Are all the cable runs in accessible positions, not exposed to drip or accumulation of water or oil, high temperatures or risk of mechanical damage yes, are cables laid under machines or floorplates no, if so, are they adequately protected -. Are cables in machinery spaces, galleys, laundries, etc., lead covered yes or run in conduit -. State how the cables are supported and protected main L.C.B. in galvanized tube; wiring in machinery spaces L.C.A.B clipped; wiring in accommodation L.C.B. clipped.

Are all lead sheaths, armouring and conduits effectually bonded and earthed yes. Refrigerated chambers, are the cables and fittings as per Rule -. Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands yes, where unarmoured cables pass through beams, etc., are the holes effectively bushed yes and with what material lead. Alternative Lighting, are the groups of lights in the engine and boiler rooms arranged as per Rule yes. Emergency Supply, state position special compartment off engine room alleyway, and method of control own switchboard.

Navigation Lamps, are they separately wired yes controlled by separate double pole switches S.P. switches and fuses. Are the switches and fuses in a position accessible only to the officers on watch yes, is an automatic indicator fitted yes. Secondary Batteries, are they constructed and fitted as per Rule -, are they adequately ventilated -. Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, weatherproof yes. Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present -, if so, how are they protected -.

and where are the controlling switches fitted -, are all fittings suitably ventilated yes. are all fittings and accessories constructed and installed as per Rule yes. Searchlight Lamps, No. of -, whether fixed or portable -, are their fittings as per Rule -. Heating and Cooking, is the general construction as per Rule -. are the frames effectually earthed -, are heaters in the accommodation of the convection type -. Motors, are all motors constructed and installed as per Rule yes and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil yes, if situated near unprotected combustible material state minimum distance from same horizontally - and vertically -.

Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing -. Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule -. Control Gear and Resistances, are they constructed and fitted as per Rule yes. Lightning Conductors, where required are they fitted as per Rule -. Ships carrying Oil having a Flash Point less than 150° F. Have all the special requirements of the Rules for such ships been complied with -, are all fuses of the cartridge type - are they of an approved type -. If portable lamps for use in dangerous spaces are supplied, are they of a self-contained battery-fed flameproof type -. Spare Gear, if the vessel is for open sea service have spares been provided as per Rule yes, are they suitably stored in dry situations yes. Insulation Tests, has the insulation resistance of all circuits and apparatus been megger tested and found satisfactory yes.

Particulars of Generating Plant.

DESCRIPTION OF GENERATOR. No. of. RATED AT Kilowatts. Volts. Ampères. Revs. per Min. DRIVEN BY. WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE. Fuel Used. Flash Point of Fuel.

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	15	110	136	460	steam engine.		
	1	7½	110	68	680	steam engine.		
EMERGENCY	1	5	110	45.5	1500	oil engine.	Paraffin. Above 150° F.	
ROTARY TRANSFORMER								

GENERATOR CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
		No. in Parallel Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	15	1	37/072	136	152	10	Rubber	L.C.A.B.
"	7½	1	19/064	68	83	10	"	L.C.A.B.
EMERGENCY GENERATOR	5	1	7/064	45.5	46	6	"	L.C.B.
ROTARY TRANSFORMER: MOTOR								
"								

MAIN DISTRIBUTION CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.	MAXIMUM CURRENT IN AMPERES.	APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
AUX. SWITCHBOARDS AND SECTION BOARDS						
MAIN SWBO to EMERG. SWBO.		1	19/064	45	83	45 Rubber L.C.B.

LIGHTING AND HEATING, ETC., CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.	MAXIMUM CURRENT IN AMPERES.	APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
WIRELESS		1	7/064	20	46	190 Rubber L.C.B.
NAVIGATION LIGHTS, SALOON DB.		1	7/064	23	46	156 " "
LIGHTING AND HEATING ENGINEERS & OFFICERS DB.		1	7/064	20	46	2. " "
CARGO D.B.		1	7/064	40	46	200 " "
PROTECTOR (WIRING ONLY)		1	7/064	-	46	200 " "
POOP D.B.		1	7/052	13	37	196 " "
ENGINE ROOM D.B.		1	7/052	24	37	5 " "

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.	CONDUCTORS.	MAXIMUM CURRENT IN AMPERES.	APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
DOMESTIC REFRIG. MACHINERY DB.	1	-	1	7/052	35	37	35 Rubber L.C.B.
ASH. HOIST.	1	3	1	7/036	24	24	35 " L.C.A.B.

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.

For HARLAND AND WOLFF, LIMITED

R. Green
 Govan Secretary

Electrical Engineers.

Date 12-8-40

COMPASSES.

Minimum distance between electric generators or motors and standard compass 25 feet.
 Minimum distance between electric generators or motors and steering compass 20 feet.

The nearest cables to the compasses are as follows:—

A cable carrying 36 Ampères led into feet from standard compass led into feet from steering compass.
 A cable carrying 5.8 Ampères 10 feet from standard compass 10 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 HARLAND AND WOLFF, LIMITED

R. Green
 Govan Secretary

Builder's Signature.

Date 12-8-40

Is this installation a duplicate of a previous case. no If so, state name of vessel

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.) The electrical equipment of this vessel has been fitted on board under special survey, tested under full working conditions and with the exception of the 7½ KW generator found satisfactory. The materials and workmanship are good. The temperature rise of the 7½ KW generator as stated on the maker's test certificate is not in accordance with the rule requirements. The Builders have arranged that the makers will fit a more suitable fan on this machine.

It is recommended that a full load temperature test be carried out when the above fan has been fitted and until this is satisfactorily done, the load on the generator should be limited to not more than 60 amperes when the vessel is in tropical waters.

2m. 10. 38.—Transfer. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Rob
 17/8/40

Noted
 26/8/40

Total Capacity of Generators 27½ Kilowatts.

The amount of Fee ... £ 21 : 5 : When applied for, 20 AUG 1940

Travelling Expenses (if any) £ - : - : When received, 9th Sept 1940

R. I. Newell *H. G. Fialaf*
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 20 AUG 1940

Assigned THE ACCOMPANYING MACHINERY REPORT.



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