

1- OCT 1942

Rpt. 13.

No. 20490

## REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report 26-9-42 When handed in at Local Office 29-9-42 Port of Leith

No. in Survey held at Burntisland Date, First Survey 29-7-42 Last Survey 26-9-1942  
Reg. Book.

85908 on the S.S. "CARLTON"

Tons { Gross 7210  
Net 4311

Built at Burntisland By whom built Burntisland J. B. Co. Ltd. Yard No. 263 When built 1942

Owners R. Chapman &amp; Son Port belonging to Newcastle

Electrical Installation fitted by Burntisland J. B. Co. Ltd. Contract No. 263 When fitted 1942

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

Have plans been submitted and approved Yes System of Distribution Two Wire Lead &amp; Return Voltage of supply for Lighting 110

Heating — Power — Direct or Alternating Current, Lighting D.C. Power — 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 On Engine Room floor Starboard side of ship

—, 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 Bulkhead on Starboard side of ship, mounted

on Engine Room floor

are they in accessible positions, free from inflammable gases and acid fumes —, 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 "Sandolite" —, 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 1- Double Pole

Double Throw 200 Amp Main Switch &amp; 2 Single Pole 150 Amp Main Fuses

and for each outgoing circuit 1- Single Pole Single Throw 30 Amp Switch &amp; 2 Single Pole 30 Amp

Fuses

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

ammeters Yes 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 One glow-lamp on each pole

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 —, 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 4.75, 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

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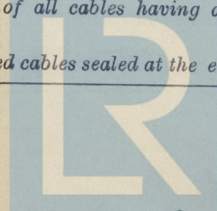
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004206-004212-0068



PARTICULARS OF GENERATING PLANT.

## GENERATOR CABLES.

### MAIN DISTRIBUTION CABLES.

LIGHTING AND HEATING, ETC., CABLES.

MOTOR CABLES.

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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.

OR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

*W. Douthwaite*

DIRECTOR

Electrical Engineers.

Date 26-9-42.

#### COMPASSES.

Minimum distance between electric generators or motors and standard compass 122 feet

Minimum distance between electric generators or motors and steering compass 115 feet

The nearest cables to the compasses are as follows:—

A cable carrying ..... Ampères 7 m.d.s. feet from standard compass ..... feet from steering compass.

A cable carrying ..... Ampères ..... feet from standard compass 7 m.d.s. 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 N. 8 degrees on Any course in the case of the

standard compass, and N. 8 degrees on Any course in the case of the steering compass.

OR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

*W. Douthwaite*

DIRECTOR

Builder's Signature.

Date 26-9-42.

Is this installation a duplicate of a previous case Yes. If so, state name of vessel S.S. "INGLETON"

Plans. Are approved plans forwarded herewith Yes. If not, state date of approval ✓

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.)

*This installation has been efficiently fitted on board in accordance with the Rules. The material and workmanship are sound and good and the installation was found satisfactory under full load and working conditions.*

*Noted*

*L.H.*

*2/10/42*

Total Capacity of Generators 15 Kilowatts.

The amount of Fee ... £ 15 : 0 : 0 When applied for, 30-9-1942.  
45 L.H. £12-0-0  
56 L.S. £3-0-0. When received, .....  
Travelling Expenses (if any) £ : ✓ .....19.....

*J. H. Campbell*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 16 OCT 1942

Assigned See Loh. 26 20989

5m. 4.38. Transfer. (MADE AND PRINTED IN ENGLAND.)  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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