

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 16 SEP 1941

Date of writing Report.....19..... When handed in at Local Office.....13.19.41..... Port of Liverpool - on - Tyne

No. in Survey held at South Shields Date, First Survey 14-7-41 Last Survey 22-8-1941
Reg. Book. Suppl. (Number of Vicks. 77.....)

21052 on the S.S. EMPIRE SCOTT. Tons { Gross..... Net.....

Built at South Shields By whom built J. Renshaw & Co. Ltd. Yard No. 523 When built 1941

Owners Shanklin & Co. Ltd. Port belonging to So. Shields

Electrical Installation fitted by W. H. Chapman & Co. Ltd. Contract No. 523 When fitted 1941

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 wires Voltage of supply for Lighting 110

Leaving - Power 110 Direct or Alternating Current, Lighting kineto Power kineto 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, are they 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

41 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 near generator sets

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 Chromyl Sintering, 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 yes 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

quick break knife switches and double pole fuses

and for each outgoing circuit Single pole quick break knife switches and double pole fuses

are compartments containing switchboards composed of fire-resisting material or lined as per Rule yes Instruments on main switchboard Two ammeters two 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 Earth lamps coupled to earth via switches

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

ables, 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 -

ate maximum fall of pressure between bus bars and any point under maximum load 3.0, 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

supported and protected. V.V.R. cables run in heavy gauge steel pipes through
tween decks. In accommodation, L.C. cables clipped to wood
grounds

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 40 Emergency Supply, state position 3

and method of control.....

Navigation Lamps, are they separately wired No controlled by separate

double pole switches Yes and fuses Yes. 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 _____

Model	Material	Capacity	Weight	Dimensions	Remarks	Remarks
1	Aluminum	1000	1.5	10 x 10 x 10	Good	Are fittings

Findings, are all findings on weather conditions in storerooms and engine rooms and where ever exposed to drip or condensation moisture, including

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and where are the controlling switches fitted....., are all fittings suitably vented.....

are all fittings and accessories constructed and installed as per Rule..... Sealedlight 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..... and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water,

steam and oil....., if situated near unprotected combustible material state minimum distance from same horizontally..... and vertically..... Are

motors coupled to oil fuel transfer and unit pressure pumps capable of being stopped from a position accessible in the event of fire in the pump compartment.....

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..... 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..... Are the fittings for pump rooms, 'tween deck spaces, etc., in accordance with the special requirements for such

ships..... Are the cables lead covered as per Rule..... 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 tested

and found satisfactory.....*

DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Amps.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN ...	2	15	110	137	650	Single cylinder vertical steam engine		
EMERGENCY ...								
ROTARY TRANSFORMER								

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (used 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.	Rate.			
MAIN GENERATOR	15	1	27/072	137	246	50'	V.C	In h.g. pipe
" " EQUALISER								
EMERGENCY GENERATOR								
ROTOR TRANSFORMER: MOTOR								
" " GENERATOR								

[illegible]

WIRELESS	1	7/064	13.5	46	300'	V.I.R	2n h. g. pipe
NAVIGATION LIGHTS	1 <td>7/044 <td>5.5 <td>31 <td>300' <td>V.I.R</td> <td>" " "</td> </td></td></td></td>	7/044 <td>5.5 <td>31 <td>300' <td>V.I.R</td> <td>" " "</td> </td></td></td>	5.5 <td>31 <td>300' <td>V.I.R</td> <td>" " "</td> </td></td>	31 <td>300' <td>V.I.R</td> <td>" " "</td> </td>	300' <td>V.I.R</td> <td>" " "</td>	V.I.R	" " "
LIGHTING AND HEATING		Alternating supply from Saloom S.B.					
Engines and aft	1 <td>7/064 <td>25 <td>46 <td>100' <td>V.I.R</td> <td>" " "</td> </td></td></td></td>	7/064 <td>25 <td>46 <td>100' <td>V.I.R</td> <td>" " "</td> </td></td></td>	25 <td>46 <td>100' <td>V.I.R</td> <td>" " "</td> </td></td>	46 <td>100' <td>V.I.R</td> <td>" " "</td> </td>	100' <td>V.I.R</td> <td>" " "</td>	V.I.R	" " "
Saloom and forward	1 <td>19/064 <td>24 <td>83 <td>300' <td>V.I.R</td> <td>" " "</td> </td></td></td></td>	19/064 <td>24 <td>83 <td>300' <td>V.I.R</td> <td>" " "</td> </td></td></td>	24 <td>83 <td>300' <td>V.I.R</td> <td>" " "</td> </td></td>	83 <td>300' <td>V.I.R</td> <td>" " "</td> </td>	300' <td>V.I.R</td> <td>" " "</td>	V.I.R	" " "
Aft accommodation	1 <td>7/064 <td>15 <td>46 <td>400' <td>V.I.R</td> <td>" " "</td> </td></td></td></td>	7/064 <td>15 <td>46 <td>400' <td>V.I.R</td> <td>" " "</td> </td></td></td>	15 <td>46 <td>400' <td>V.I.R</td> <td>" " "</td> </td></td>	46 <td>400' <td>V.I.R</td> <td>" " "</td> </td>	400' <td>V.I.R</td> <td>" " "</td>	V.I.R	" " "
Engine and boiler room	1 <td>7/036 <td>13 <td>24 <td>40' <td>V.I.R</td> <td>" " "</td> </td></td></td></td>	7/036 <td>13 <td>24 <td>40' <td>V.I.R</td> <td>" " "</td> </td></td></td>	13 <td>24 <td>40' <td>V.I.R</td> <td>" " "</td> </td></td>	24 <td>40' <td>V.I.R</td> <td>" " "</td> </td>	40' <td>V.I.R</td> <td>" " "</td>	V.I.R	" " "
Aft cargo lighting	1 <td>7/036 <td>8.25 <td>24 <td>200' <td>V.I.R</td> <td>" " "</td> </td></td></td></td>	7/036 <td>8.25 <td>24 <td>200' <td>V.I.R</td> <td>" " "</td> </td></td></td>	8.25 <td>24 <td>200' <td>V.I.R</td> <td>" " "</td> </td></td>	24 <td>200' <td>V.I.R</td> <td>" " "</td> </td>	200' <td>V.I.R</td> <td>" " "</td>	V.I.R	" " "
Lower deck deck lit.	1 <td>3/029 <td>5 <td>5 <td>60' <td>V.I.R</td> <td>L.C.</td> </td></td></td></td>	3/029 <td>5 <td>5 <td>60' <td>V.I.R</td> <td>L.C.</td> </td></td></td>	5 <td>5 <td>60' <td>V.I.R</td> <td>L.C.</td> </td></td>	5 <td>60' <td>V.I.R</td> <td>L.C.</td> </td>	60' <td>V.I.R</td> <td>L.C.</td>	V.I.R	L.C.
Officers Accommodation	1 <td>3/036 <td>10 <td>10 <td>6' <td>V.I.R</td> <td>L.C.</td> </td></td></td></td>	3/036 <td>10 <td>10 <td>6' <td>V.I.R</td> <td>L.C.</td> </td></td></td>	10 <td>10 <td>6' <td>V.I.R</td> <td>L.C.</td> </td></td>	10 <td>6' <td>V.I.R</td> <td>L.C.</td> </td>	6' <td>V.I.R</td> <td>L.C.</td>	V.I.R	L.C.

[illegible]

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 Clarke, Chapman & Co., Ltd

W. Vaylor Director

Electrical Engineers.

Date 4.9.41

COMPASSES.

Minimum distance between electric generators or motors and standard compass

200 feet

Minimum distance between electric generators or motors and steering compass

200 feet

The nearest cables to the compasses are as follows:—

A cable carrying .14 Ampères feet from standard compass feet from steering compass.

A cable carrying .14 Ampères 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 1/2 degrees on every course in the case of the standard compass, and 1/2 degrees on every course in the case of the steering compass.

For JOHN READHEAD & SONS, LIMITED,

J.R. Readhead Managing Director

Builder's Signature.

Date 8/9/41

Is this installation a duplicate of a previous case Yes

If so, state name of vessel

Empire Franklin

Plans. Are approved plans forwarded herewith

If not, state date of approval

11-11-40

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 equipment of this vessel was installed under special survey. The workmanship and materials used are good. The governing and compensating of the generator set was tested. The insulation resistance of each circuit was measured and found satisfactory. The installation is in accordance with the approved plans and specifications, and in my opinion is suitable for a class vessel.

Noted

Shun.

17.9.41

Total Capacity of Generators 30 Kilowatts.

The amount of Fee ... £ 22 : 10 :

Proc. 5 : 12 : 6

Travelling Expenses (if any) £ :

When applied for,

5.9.19.41

When received,

10.9.19.41

H. B. Bowen

Surveyor to Lloyd's Register of Shipping.

FRI. 19 SEP 1941

Committee's Minute

Assigned

See Note JE 99755