

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office JAN 27 1938

Date of writing Report 18th Jan 1938 When handed in at Local Office 24 Jan 1938 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 3rd Decemr, Last Survey 22nd January 1937/38  
Reg. Book. Suppt. (Number of Visits... 8)

39190 on the S.S. "MONKWOOD"

Tons { Gross 1591  
Net 922

Built at Sunderland By whom built S.P. Austin & Co. Ltd. Yard No. 345 When built 1938

Owners W. France Fenwick & Co. Ltd. Port belonging to London

Electric Light Installation fitted by The Sunderland Eng. & Ing. Co. Ltd. Contract No. 345 When fitted 1938

Is the Vessel fitted for carrying Petroleum in bulk No

System of Distribution Double wire

Pressure of supply for Lighting 110 volts, Heating 110 volts, Power — volts.

Direct or Alternating Current, Lighting Direct Power

If alternating current system, state frequency of periods per second —

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off Yes

Generators, do they comply with the requirements regarding temperature rise Yes, are they compound wound Yes

are they over compounded 5 per cent. Yes, if not compound wound state distance between each generator —

Where more than one generator is fitted are they arranged to run in parallel Only one fitted, is an adjustable regulating resistance fitted in series with each shunt field Yes

Have certificates of test results for machines under 100 kw. been submitted and approved Yes, Cert. Fenwick Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing None fitted

Have certificates for generators under 100 kw. been supplied and approved Manufacturers' Test Cert. only supplied

Are all terminals accessible, clearly marked, and furnished with sockets Yes, are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes

Are the lubricating arrangements of the generators as per Rule Yes

Position of Generators Engine room starboard side on platform aft, is the ventilation in way of the generators satisfactory Yes, are they clear of all inflammable material Yes, if situated near unprotected

woodwork or other combustible material, state distance of same horizontally from or vertically above the generators — and —

are the generators protected from mechanical injury and damage from water, steam or oil Yes, are their axes of rotation fore and aft Yes

Earthing, are the bedplates and frames of the generating plant efficiently earthed Yes, are the prime movers and their respective generators in metallic contact Yes

Main Switch Boards, where placed Engine room starboard side near dynamo

If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard —

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

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards — and —, are they constructed wholly of durable, non-ignitable non-absorbent materials Yes

is all insulation of high dielectric strength and of permanently high insulation resistance —, is it of an approved type —, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework Yes

is the non-hygroscopic insulating material of an approved type Yes, and is the frame effectively earthed Yes

Are the fittings as per Rule regarding: — spacing or shielding of live parts Yes, accessibility of all parts Yes, absence of fuses on back of board Yes, temperature rise of omnibus bars Yes

individual fuses to voltmeter, pilot or earth lamp Yes, are moving parts of switches alive in the "off" position No

are all screws and nuts securing connections effectively locked Yes, are any fuses fitted on the live side of switches No

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

D.P. sw. + D.P. fuse on dynamo main; S.P. sws. + D.P. fuses on outgoing circuits

Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material —

Instruments on main switchboard One ammeters, One

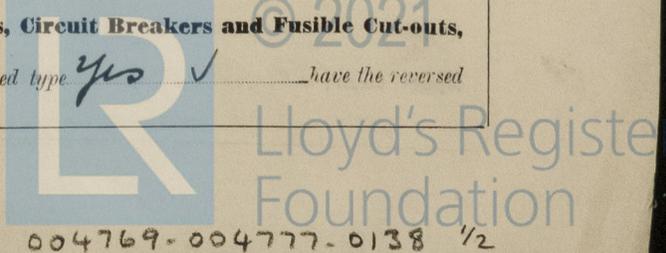
voltmeters — synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection —

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

E lamps coupled to E through switches fuses, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules Yes

are the fusible cutouts of an approved type Yes, have the reversed

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current protection devices been tested under working conditions. — are all fuses labelled as per rule *yes*

**Joint Boxes, Section and Distribution Boards,** is the construction, protection, insulation, material, and position of these as per rule *yes*

**Cables:** Single, twin, concentric, or multicore *single twin* are the cables insulated and protected as per Tables IV, V, X, XI, XII or XIII of the Rules *yes*

If the cables are insulated otherwise than as per Rule, are they of an approved type — **Fall of Pressure,** state maximum between bus bars and any point of the installation under maximum load *Less than 5.3 volts*

**Cable Sockets,** are the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets *yes*

**Paper Insulated and Varnished Cambric Insulated Cables.** If conductors are paper or varnished cambric insulated, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound — or waterproof insulating tape — **Cable Runs,** are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage *yes* are cables laid under machines or floorplates *yes* if so, are they adequately protected *yes*

Are cables in machinery spaces, galleys, lavatories, bathrooms and lavatories lead covered or run in conduit *yes*

**Support and Protection of Cables,** state how the cables are supported and protected *L.C.A.B. cables run in wood casing in holds; L.C.A.B. cables in engine room; L.C. in accom.*

If cables are run in wood casings, are the casings and caps secured by screws — are the cap screws of brass — are the cables run in separate grooves — If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VIII *yes*

**Refrigerated Chambers,** are the cables and fittings in accordance with the special requirements —

**Joints in Cables,** state if any, and how made, insulated, and protected *none made*

**Watertight Glands and Deck Tubes,** are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands *yes*

**Bushes in Beams and Non-watertight Partitions,** where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed *yes* state the material of which the bushes are made *Lead & fibre*

**Earthing Connections,** state what earthing connections are fitted and their respective sectional areas — are their connections made as per Rule *yes*

**Alternative Lighting,** are the groups of lights in the propelling machinery space arranged as per Rule *yes* **Emergency Supply,** state position and method of control of the emergency supply and how the generator is driven —

**Navigation Lamps,** are these separately wired *yes*, controlled by separate switch and separate fuses *yes*, are the fuses double pole *yes* are the switches and fuses grouped in a position accessible only to the officers on watch *yes*

has each navigation lamp an automatic indicator as per Rule *yes* **Secondary Batteries,** are they constructed and fitted as per Rule — are they ventilated as per Rule —

**Fittings,** are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight *yes* are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected — are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected — how are the cables led — where are the controlling switches situated — are all fittings suitably ventilated *yes*, are all switches and lampholders constructed wholly of non-ignitable, non-absorbent materials *yes*

**Heating and Cooking Appliances,** are they constructed and fitted as per Rule — are air heaters constructed and fitted as per Rule *yes*

**Searchlight Lamps, No. of** — whether fixed or portable — are their fittings as per Rule —

**Motors,** are their working parts readily accessible *none fitted*, are the coils self-contained and readily removable for replacement — are the brushes, brush holders, terminals and lubricating arrangements as per Rule — are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material — are they protected from mechanical injury and damage from water, steam or oil — are their axes of rotation fore and aft — if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type — if not of this type, state distance of the combustible material horizontally or vertically above the motors — and — have machines of over 100 BHP been inspected by the Surveyors during manufacture and testing — have certificates for all motors for essential services been supplied and approved — **Control Gear and Resistances,** are the generator field and motor speed regulators, starters and controllers constructed and fitted as per Rule — **Lightning Conductors,** where lightning conductors are required, are these fitted as per Rule — **Ships carrying Oil having a Flash Point less than 150° F.** Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings — are all fuses of the filled 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 approved for use in dangerous spaces — **Spare Gear,** if the vessel is for open sea service have spares been supplied as per Rule *yes* are they suitably stored in dry situations *yes*

**PARTICULARS OF GENERATING PLANT.**

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	1	4.5	110	41	420	Single cylinder		
AUXILIARY						steam engine		
EMERGENCY	1	6.5	110		380	ex "Sea Yester"	Sld. 8.41.	
ROTARY TRANSFORMER								

**GENERATOR, LIGHTING AND HEATING CONDUCTORS.**

DESCRIPTION.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT.		Approximate Length. (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
	No. per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	Circuit.	Rule.			
MAIN GENERATOR	1	.0225	7	.064	41	46	25	V.I.R.	L.C.A.B.
EQUALISER CONNECTIONS									
AUXILIARY GENERATOR									
EMERGENCY GENERATOR									
ROTARY TRANSFORMER									
ENGINE ROOM									
BOILER ROOM	1	.002	3	.029	5.4	7.8	36	V.I.R.	L.C.A.B.
AUXILIARY SWITCHBOARDS									
Midship S.B. feed	1	.04	19	.052	23.8	64	370	V.I.R.	L.C.B.
suppy: fwd. accom.	1	.002	3	.029	5.8	7.8	2	V.I.R.	L.C.
Navigation	1	.002	3	.029	5.3	7.8	50	V.I.R.	L.C.
Heater	1	.003	3	.036	9.1	12	60	V.I.R.	L.C.
Fwd. accom.	1	.002	3	.029	3.1	7.8	220	V.I.R.	L.C.A.B.
ACCOMMODATION									
Cargo S.B. feed	1	.0225	7	.064	18.2	46	370	V.I.R.	L.C.B.
suppy: fwd. S.B.	1	.007	7	.036	9.1	24	200	V.I.R.	L.C.A.B.
aft S.B.	1	.007	7	.036	9.1	24	200	V.I.R.	L.C.B.
Engins' accom.	1	.002	3	.029	7.1	7.8	66	V.I.R.	L.C.B.
WIRELESS									
SEARCHLIGHT									
MASTHEAD LIGHT	1	.002	3	.029	.36	7.8	300	V.I.R.	L.C. & L.C.A.B.
SIDE LIGHTS	1	.002	3	.029	.36	7.8	60	V.I.R.	L.C.
COMPASS LIGHTS	1	.002	3	.029	.14	7.8	40	V.I.R.	L.C.
STEER LIGHTS	1	.002	3	.029	.36	7.8	500	V.I.R.	L.C. & L.C.B.
CARGO LIGHTS									
HEATERS									

**MOTOR CONDUCTORS.**

DESCRIPTION.	No. of Motors.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT.		Approximate Length. (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
		No. Per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	In Circuit.	Rule.			
BALLAST PUMP										
MAIN BILGE LINE PUMPS										
GENERAL SERVICE PUMP										
EMERGENCY BILGE PUMP										
SANITARY PUMP										
CIRC. SEA WATER PUMPS										
CIRC. FRESH WATER PUMPS										
AIR COMPRESSOR										
FRESH WATER PUMP										
ENGINE TURNING GEAR										
ENGINE REVERSING GEAR										
LUBRICATING OIL PUMPS										
OIL FUEL TRANSFER PUMP										
WINDLASS										
WINCHES, FORWARD										
WINCHES, AFT										
STEERING GEAR—										
(a) MOTOR GENERATOR										
(b) MAIN MOTOR										
WORKSHOP MOTOR										
VENTILATING FANS										

The Electrical Equipment is installed in accordance with the approved plans.

All Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

*Messrs Sunderland Forge & Eng. Co Ltd,  
A. J. Greenup.*

Electrical Engineers.

Date 20 - 1 - 1938

COMPASSES.

Minimum distance between electric generators or motors and standard compass 260 feet

Minimum distance between electric generators or motors and steering compass 255 feet

The nearest cables to the compasses are as follows:—

A cable carrying .14 Ampères on the feet from standard compass 10 feet from steering compass.

A cable carrying .14 Ampères 10 feet from standard compass on the 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.

J. P. MARTIN & SON, LIMITED

*J. Sugden*  
MANAGING DIRECTOR

Builder's Signature.

Date 21-1-1938

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

General Remarks (State quality of workmanship, opinions as to class, &c.) The electrical equipment of this vessel has been fitted out under special survey. The materials used and the workmanship are good. On completion the installation was inspected and tested under working conditions, the dynamo governor operated and the insulation resistances of all circuits measured. This equipment is in accordance with plans approved and complies with the Rules and is suitable in my opinion for a classed vessel.

*Noted*  
*27-1-38*

Total Capacity of Generators 4.5 Kilowatts.

The amount of Fee ... £ 5 : 0 : 21 JAN 1938

When applied for, 21 JAN 1938

Travelling Expenses (if any) £ : : 11/2 1938

When received, 11/2 1938

*J. Antinson*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 1 FEB 1938

Assigned See other First Entry report

2m. 12. 36.—Transfer.  
The Surveyors are requested not to write on or below the space for Committee's Minute.



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