

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

Date of writing Report.....19..... When handed in at Local Office.....23.1.1941 Port of.....NEWCASTLE-on-TYNE.....

No. in Survey held at Walker-on-Tyne Date, First Survey 17 Dec 1940 Last Survey 9 Jan 1941
Reg. Book. (Number of Visits 5)

on the SS. SARKÖY Tons { Gross 691 Net 265

Built at Walker-on-Tyne By whom built Swan Hunter & Wigham R. Yard No. 1676 When built 1941

Owners H. M. Government Port belonging to Newcastle

Electrical Installation fitted by Clarke Chapman & Co. Ltd Contract No. 1676 When fitted 1941

Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. No E.S.D. No 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 Power Direct or Alternating Current, Lighting Direct Power 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, 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

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

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 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

Double pole quick break Knife switches and double pole fuses.

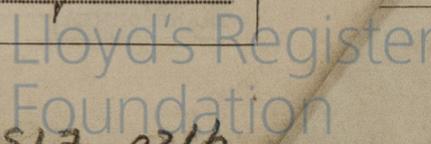
and for each outgoing circuit Double pole quick break Knife switches and double pole

fuses

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

ammeters one 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 & fuses



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. Yarlo Director

Electrical Engineers.

Date 14-1-41

COMPASSES.

Minimum distance between electric generators or motors and standard compass 80'

Minimum distance between electric generators or motors and steering compass 70'

The nearest cables to the compasses are as follows:—

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

A cable carrying .10 Ampères - feet from standard compass inside feet from steering compass.

A cable carrying 4 Ampères 10 feet from standard compass 5 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 711 degrees on every course in the case of the

standard compass, and 711 degrees on every course in the case of the steering compass.

SWAN, HUNTER, & WILKINSON LTD

Builder's Signature.

Date 21-1-41

DIRECTOR

Is this installation a duplicate of a previous case Yes If so, state name of vessel ECEABAT

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 running, compensating and regulation of the generators set was tested. The insulation resistance of each circuit measured and found satisfactory. In my opinion the installation is suitable for a class vessel.

Noted
L.H.
28/1/41

Total Capacity of Generators 10 Kilowatts.

The amount of Fee ... £ 10 : 0 : { When applied for, 23 JAN 1941
Travelling Expenses (if any) £ : : { When received,

L.H. Down
Surveyor to Lloyd's Register of Shipping.

FRI. 31 JAN 1941

Committee's Minute

Assigned See Note J.C. 99141

(MADE IN ENGLAND.)
2m.10.38.—Transfer.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)