

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

7 JUN 1943

Date of writing Report 11 MAY 1943 When handed in at Local Office 11 MAY 1943 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at SOUTH SHIELDS Date, First Survey 26/3/43 Last Survey 23/4/43 19
 Reg. Book. (Number of Visits 9)
 on the EMPIRE PERDITA Tons { Gross 7028
 Net 4876
 Built at SOUTH SHIELDS By whom built JOHN RADHEAD & SONS LTD Yard No. 533 When built 1943
 Owners MINISTRY OF WAR TRANSPORT Port belonging to SOUTH SHIELDS
 Electrical Installation fitted by CLARKE CHAPMAN & CO LTD GATESHEAD Contract No. 533 When fitted 1943
 Is vessel fitted for carrying Petroleum in bulk NO Is vessel equipped with D.F. — E.S.D. — Gy.C. — Sub.Sig. —

Have plans been submitted and approved YES System of Distribution TWO WIRE Voltage of supply for Lighting 110

Heating — Power 110 Direct or Alternating Current, Lighting D.C. Power D.C. 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 ENGINE ROOM STARBOARD

—, 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 STBD. IN STORE

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 INTEROILM, 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 SWITCH AND FUSE

and for each outgoing circuit SINGLE POLE DOUBLE THROW SWITCH AND DOUBLE POLE FUSE

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

ammeters 2 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 CONNECTED TO "E" THROUGH SWITCH AND FUSES

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 —, are the ends of all cables having a sectional area of 0.84

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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with insulating compound — or waterproof insulating tape YES. 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 V.I.R. CABLES IN CONDUIT.

LEAD COVERED CABLES, ON WOOD GROUNDS, IN ACCOMMODATION.

Are all lead sheaths, armouring and conduits effectually bonded and earthed YES. Refrigerated chambers, are the cables and fittings as per Rule YES. 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 — and method of control —.

Navigation Lamps, are they separately wired YES 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 — what is the battery capacity in ampere hours —.

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 —. 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 YES. 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 —. 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 YES.

PARTICULARS OF GENERATING PLANT.

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	2	15	110	136	580	STEAM ENGINE.		
EMERGENCY								
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	2 x 15	1	34.042	136	152	20/26	V.I.R.	IN CONDUIT
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR								

MAIN DISTRIBUTION CABLES.

DESCRIPTION.	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.			
AUX. SWITCHBOARDS AND SECTION BOARDS							

LIGHTING AND HEATING, ETC., CABLES.

WIRELESS	1	2/044	18.5	31	300	V.I.R.	IN CONDUIT
NAVIGATION LIGHTS	1	2/036	6.5	24	350	V.I.R.	"
LIGHTING AND HEATING							
ALTERNATE SUPPLY ROOM							
ENG. AND AFT. ACCOMM. DIS. FUSE BOARD	1	2/064		46	50	V.I.R.	IN CONDUIT
BAL. AND FORD	1	2/064		46	300	V.I.R.	"
ENGINE ROOM DIS FUSE BOARD	1	2/036	12	24	22	V.I.R.	"

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
REFRIGERATOR MOTOR	1	2.5	1	2/064	23.5	46	300	V.I.R. IN CONDUIT.
" PUMP "	1	1.5	1	2/036	12.3	24	46	"

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. Taylor Director

Electrical Engineers.

Date 10/5/43

COMPASSES.

Minimum distance between electric generators or motors and standard compass 34 FEET

Minimum distance between electric generators or motors and steering compass 26 FEET.

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 .14 Ampères feet from standard compass ^{INSIDE} 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

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted

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.

FOR JOHN READHEAD & SONS LTD.

John Readhead

Builder's Signature.

Date 14.5.43

MANAGING DIRECTOR.

Is this installation a duplicate of a previous case YES If so, state name of vessel EMPIRE CAPULET.

Plans. Are approved plans forwarded herewith If not, state date of approval 20/10/42.

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith FOLLOWING.

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, in accordance with the approved plans, and specification.

The materials used are of good quality and the workmanship is good.

On completion, the equipment was operated under full load conditions, and the insulation resistance measured with satisfactory results.

The equipment, as installed, is, in my opinion, suitable for a closed vessel.

Noted
LL
8/6/43

Total Capacity of Generators 30 Kilowatts.

The amount of Fee £ 28 : 2/6 :
(INCLUDING SPECIFICATION) JUN 19 1943
Travelling Expenses (if any) £ : :
When received. 19.....

A. Dimensi
Surveyor to Lloyd's Register of Shipping.

FRI. 11 JUN 1943

Committee's Minute

Assigned *See F. E. Mearns Report*

5m. 4.39.—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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