

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL) 22 JAN 1942
Received at London Office.....

Date of writing Report 29th December 1941 When handed in at Local Office 19:11:42 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 3:11:41 Last Survey 8th December 1941
Reg. Book. (Number of Visits.....) 6

36364 on the SS. "EMPIRE BAIEN" Tons {Gross..... 813
Net.....

Built at Glasgow By whom built Blythswood S.B. Co. Ltd. Yard No. 67 When built 1941

Owners His Majesty represented by The Minister of War Transport Port belonging to Glasgow

Electrical Installation fitted by W. Muir Foodfellows & Co. Ltd. Contract No. 67 When fitted 1941

Is vessel fitted for carrying Petroleum in bulk Yes Is vessel equipped with D.F. - E.S.D. - Gy.C. - Sub.Sig. -

Have plans been submitted and approved Yes System of Distribution two wires Voltage of supply for Lighting 110

Heating - Power 110 Direct or Alternating Current, Lighting D.C. Power D.C. 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 Yes, 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 In engine room

Yes, 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 near generators.

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 Lucidanfo., 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.....

D.P. Switch and fuses

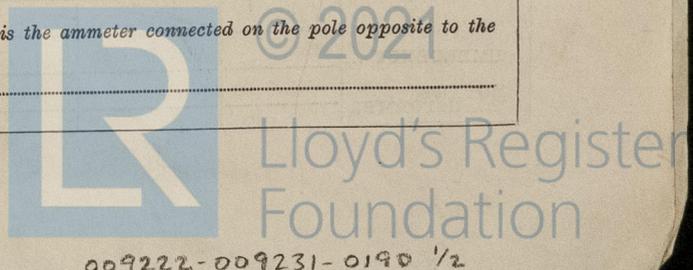
DP C/O. Switch and fuses.

and for each outgoing circuit.....

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

ammeters 2 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected to the pole opposite to the

equaliser connection - Earth Testing, state means provided earth lamps.



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 W. MUIR GOODFELLOW & COY LTD

Wm Goodfellow Electrical Engineers. Date *31/12/41*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *100 feet.*

Minimum distance between electric generators or motors and steering compass *90 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying *2* Ampères *led into* feet from standard compass *led into* feet from steering compass.

A cable carrying *6* Ampères *6* feet from standard compass *6* 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 *anf.* course in the case of the standard compass, and *nil* degrees on *anf.* course in the case of the steering compass.

BLITHWOOD SHIPBUILDING CO. LTD.

John Stewart Secretary Builder's Signature. Date *3 JAN. 1942*

Is this installation a duplicate of a previous case *—* If so, state name of vessel *—*

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

The electrical equipment of this vessel has been fitted on board under special survey tested under full working conditions and found satisfactory. All the requirements of the approved plans and the M.O.W.T specification have been carried out. The materials and workmanships are good.

Notice
26/1/42

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

Total Capacity of Generators *13* Kilowatts.

The amount of Fee *£ 13 : - : 30/12/1941*
Travelling Expenses (if any) *£ : :*

J. G. Hildal
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 20 JAN 1942*

Assigned *See Glasgow Report No 64862*