

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

22 NOV 1947

Received at London Office.

17 NOV 1947

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of.....HULL.

No. in Survey held at.....HULL..... Date, First Survey.....24.9.47..... Last Survey.....14.10.47.....
Reg. Book..... (Number of Visits.....2.....)

06910 on the "EMPIRE CONLEA". Tons { Gross.....250.....
Net.....149.....

Built at Rendsburg By whom built Werft Nobiskrug G.m.b.H. Yard No. - When built 1939
Jepperson, Heaton & Co. Ltd.

Owners Ministry of Transport Port belonging to London
(Managers: R. R. & Sons).

Electrical Installation fitted by - Contract No. - When fitted 1939

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

attached Have plans been submitted and approved - System of Distribution single wire. Voltage of supply for Lighting 24

Heating No Power No Direct or Alternating Current, Lighting D.C. Power - 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 No 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.

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 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 Composition, if of synthetic insulating material is it an Approved Type, 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 Single pole, double

throw knife switch and single pole fuses.

and for each outgoing circuit Single pole switches and single pole fuses.

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

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 none (earth return system).

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 3V, 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 -

002038-002050-013

Lloyd's Register
Foundation

PARTICULARS OF GENERATING PLANT.

GENERATOR CABLES.

MAIN DISTRIBUTION CABLES.

LIGHTING AND HEATING, ETC., CABLES.

MOTOR CABLES.

© 2020

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.

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass. 25'0"

Minimum distance between electric generators or motors and steering compass.

The nearest cables to the compasses are as follows:—

A cable carrying .2 Amperes inside ~~standard~~ compass feet from steering compass.

A cable carrying - Amperes feet from standard compass feet from steering compass.

A cable carrying - Amperes 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 - degrees on - course in the case of the steering compass.

Builder's Signature

Date

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

Plans. Are approved plans forwarded herewith Yes If not, state date of approval

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

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

The installation of this vessel was installed in Germany, the materials used are of good quality and the workmanship is good.

The whole of the installation has been overhauled at this port and faulty circuits repaired and in some cases rewired.

A new 24 volt 222 ampere hour battery was fitted.

On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus was measured and found good.

The installation as now seen, is ~~now~~ in my opinion, such as could be accepted for classification with the Society.

Noted
18.12.47

Total Capacity of Generators 6.8 Kilowatts.

The amount of Fee ... 10 :-

When applied for,

7 NOV 1947

Travelling Expenses (if any) £ :

When received.

19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See minute on file



© 2020

Lloyd's Register Foundation