

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL) - 7 JAN 1942

Received at London Office.....

Date of writing Report. 24 Jan, 1942 When handed in at Local Office. 6 JAN 1942 Port of. Sunderland

No. in Survey held at Sunderland Date, First Survey 22/10/1941 Last Survey 24 Jan, 1942
Reg. Book. Suppt. (Number of Visits) 1/236358 on the S.S. "EMPIRE NEWTON" Tons {Gross. 7037
Net. 4947

Built at Sunderland By whom built. Short Bros. Ltd. Yard No. 468 When built. 1942

Owners. Ministry of War Transport Port belonging to Sunderland

Electrical Installation fitted by. Campbell & Woodward, Ltd. Contract No. 468 When fitted. 1942

Is vessel fitted for carrying Petroleum in bulk. No Is vessel equipped with D.F. Yes E.S.D. No Gy.C. No Sub.Sig. No

Have plans been submitted and approved. Yes System of Distribution. Two wire minimum Voltage of supply for Lighting. 110

Heating. Power. 110 Direct or Alternating Current, Lighting. Yes Power. Yes 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 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

on aft bulkhead

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. "Evoxy Sinsamp", 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

circuit breakers with overload trip and time lag device

on each pole

and for each outgoing circuit. Double pole single throw quick break knife

switch and double pole fuse.

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

ammeters. Two 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. E lamps connected to E through 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. 160 A, are the reversed current

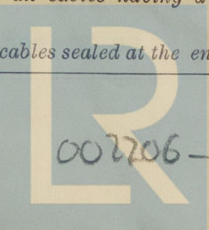
protection devices connected on the pole opposite to the equaliser connection. have they been tested under working conditions, and at what current

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. 4.4V, 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. Yes



PARTICULARS OF GENERATING PLANT.

GENERATOR CABLES.

MAIN DISTRIBUTION CABLES.

LIGHTING AND HEATING, ETC., CABLES.MOTOR CABLES.

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Lloyd's Register
Foundation

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.

CAMPBELL & ISHERWOOD, LTD.
Thomas Hinde

Electrical Engineers.

Date *3/1/42*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *132 feet*

Minimum distance between electric generators or motors and steering compass *128 feet*

The nearest cables to the compasses are as follows:—

A cable carrying *.14* Ampères *on the* feet from standard compass *7* feet from steering compass.

A cable carrying *.14* Ampères *7* 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.

FOR SHORT BROTHERS, LIMITED.

Builder's Signature.

Date *5.1.42*

Is this installation a duplicate of a previous case *No* If so, state name of vessel

Plans. Are approved plans forwarded herewith *No* If not, state date of approval *13th November, 1941*

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

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 installed under special survey and in accordance with the approved plans and with the specification. The materials used are of good quality and the workmanship is good. On completion the equipment was run under working conditions with satisfactory results, the protective devices on the circuit breakers were operated and adjusted and the insulation resistance of all circuits was measured and found good. This equipment is in my opinion suitable for a classed vessel.

Noted
L.H.
9/1/42.

Total Capacity of Generators *30* Kilowatts.

The amount of Fee... £ *28 : 2/6*
(incl. design.)

When applied for,
5 JAN 1942
When received,
.....19.....

D. Antinson

Surveyor to Lloyd's Register of Shipping.

Travelling Expenses (if any) £ : :

Committee's Minute

FRI. 23 JAN 1942

Assigned

See fee machy rpl.