

# 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, 42 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 2nd Jan, 1942

Reg. Book. Suppt. 36358 on the S.S. "EMPIRE NEWTON" Tons (Gross 70.37 Net 49.47)

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 & Oswood, 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. "Evoony Sindamp", 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

current 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. 160A, set at 190A

, are the reversed current

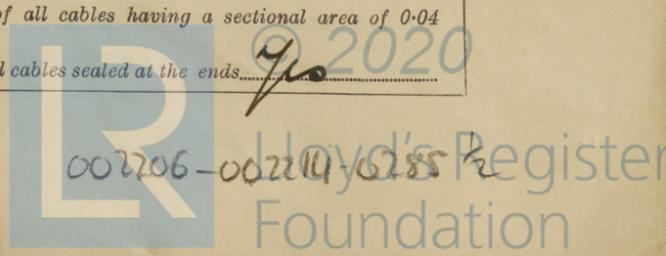
protection devices connected on the pole opposite to the equaliser connection. have they been tested under working conditions, and at what current

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



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with insulating compound \_\_\_\_\_ or waterproof insulating tape 7/2. 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. 7/2 Are cables laid under machines or floorplates 7/2, if so, are they adequately protected. \_\_\_\_\_ Are cables in machinery spaces, galleys, laundries, etc., lead covered 7/2 or run in conduit 7/2. State how the cables are supported and protected. V.I.R. cables run in heavy gauge screwed conduit in machinery spaces and in 'tween-deck: L.C.B. cables clipped to wood grounds or to surface in accommodation.

Are all lead sheaths, armouring and conduits effectually bonded and earthed 7/2. Refrigerated chambers, are the cables and fittings as per Rule \_\_\_\_\_

Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands 7/2, where unarmoured cables pass through beams, etc., are the holes effectively bushed 7/2 and with what material Lead 7/2. Alternative Lighting, are the groups of lights in the engine and boiler rooms arranged as per Rule 7/2. Emergency Supply, state position \_\_\_\_\_ and method of control \_\_\_\_\_

Navigation Lamps, are they separately wired 7/2 controlled by separate double pole switches 7/2 and fuses 7/2. Are the switches and fuses in a position accessible only to the officers on watch 7/2, is an automatic indicator fitted 7/2. 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 7/2. Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present 7/2, if so, how are they protected \_\_\_\_\_ and where are the controlling switches fitted \_\_\_\_\_, are all fittings suitably ventilated 7/2, are all fittings and accessories constructed and installed as per Rule 7/2. 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 7/2 and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil 7/2, 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 \_\_\_\_\_ Control Gear and Resistances, are they constructed and fitted as per Rule 7/2. 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 7/2, are they suitably stored in dry situations 7/2. Insulation Tests, has the insulation resistance of all circuits and apparatus been tested and found satisfactory 7/2.

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	136.5	600	Single expansion steam engines		
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 GENERATORS	2x15	1	19/0.183	137	191	364	V.C.	L.C.B.
" " 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							
Engin's. aft. lty. to feed	1	19/0.144	30	53	8	V.I.R.	In h.g. conduit
Saloon, Capt's. & 2nd. Cargo to feed	1	19/0.144	20	53	300	do.	do.

LIGHTING AND HEATING, ETC., CABLES.

WIRELESS	1	7/0.064	15	46	360	V.I.R.	In conduit & L.C.B.
NAVIGATION LIGHTS	1	7/0.036		46	300	do.	do.
LIGHTING AND HEATING							
Engin's. Assom. lty. to feed	1	7/0.064	17	46	100	V.I.R.	In conduit
Aft. Assom. lty. to feed	1	7/0.064	13	46	300	do.	do.
Saloon lty. to feed	1	7/0.044	8	31	12	do.	L.C.B.
Capt's. lty. to feed	1	7/0.036	3	24	50	do.	do.
2nd. Cargo lty. to feed	1	7/0.036	9	24	90	do.	do.
Engin's. Room lty. to feed	1	7/0.044	18	31	20	do.	In conduit

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
Repairing. Imp.	1	2	1	7/0.044	17	31	300	V.I.R. In conduit.

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 Bunde*

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.

*Norman Blakey*

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*  
*J.H.*  
*9/1/42*

Total Capacity of Generators 30 Kilowatts.

The amount of Fee... £ 28 : 2/6 :  
 (incl. specifi.)  
 Travelling Expenses (if any) £ : :  
 When applied for, 5 JAN 1942  
 When received, \_\_\_\_\_

*D. Harrison*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 JAN 1942

Assigned See Je. machy rpl.

5m. 4.30.—Transfer. (MADE AND PRINTED IN ENGLAND.)  
 (The Surveyors are requested not to write on or below the space for Committee's Minutes.)



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