

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 5 DEC 1946

Date of writing Report 27-11-1946 When handed in at Local Office 4 DEC 1946 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 20-8-46 Last Survey 27-11-1946
Reg. Book. (Number of Visits 17)

on the M.V. "BRITISH ENTERPRISE" Tons { Gross 609.5
Net 332.9

Built at Sunderland By whom built Wm Doxford & Sons Ltd Yard No. 738 When built 1946

Owners The British Tanker Co. Ltd Port belonging to London

Electrical Installation fitted by Campbell & Schoenbeck Ltd Contract No. 738 When fitted 1946

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

Have plans been submitted and approved Yes System of Distribution Air-wire insulated 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 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 Nos 1 & 2 forward of Main engine; No 3 on raised deck

astern of 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 on raised platform above Nos 1 & 2 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 Gony "Sindensip" 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 a triple-pole (one

pole for equaliser) air-break circuit breaker fitted with 0.17 R/V current tripping

devices with time-lag control.

and for each outgoing circuit a double-pole quick break knife switch and double-pole fuse.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard 3

ammeters 3 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection Yes Earth Testing, state means provided E lamps connected to E through M.V. & 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 300, are the reversed current

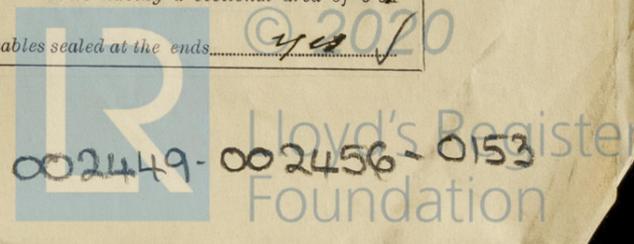
protection devices connected on the pole opposite to the equaliser connection Yes, have they been tested under working conditions, and at what current

did they operate 25 A 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 7 lb., are the ends of all cables having a sectional area of 0.01

square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends Yes



002449-002456-0153

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,
John Hardy

Electrical Engineers.

Date *27th Nov 1946*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *12'*

Minimum distance between electric generators or motors and steering compass *18'*

The nearest cables to the compasses are as follows:—

A cable carrying *15* Ampères *10* feet from standard compass *10* feet from steering compass.

A cable carrying *15* Ampères *10* feet from standard compass *10* 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 *any* course in the case of the

standard compass, and *nil* degrees on *any* course in the case of the steering compass.

For and on behalf of

WILLIAM DOXFORD & SONS, Limited.

Builder's Signature.

Date *29-11-46*

Is this installation a duplicate of a previous case *yes* If so, state name of vessel *M.S. British Major*

Plans. Are approved plans forwarded herewith *no* If not, state date of approval *D. 28.2.46: 5.12.46*

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 in accordance with the approved plans and the "Rules for electrical equipment". The materials used are of good quality and design and the workmanship is good. On completion the equipment was operated on load with satisfactory results and the insulation resistance of each circuit was measured and found good. This equipment is in my opinion suitable for a classed vessel.

Noted TRM 13.12.46

Total Capacity of Generators *(3x30) 90* Kilowatts.

The amount of Fee ... £ *31. 10. 0.* When applied for, *29 Nov 1946*

Travelling Expenses (if any) £ : : When received,

S.D. Ward

Surveyor to Lloyd's Register of Shipping.

FRI 20 DEC 1946

Committee's Minute

Assigned *See F.E. mch. rpt.*

5m. 4.00.—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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