

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

Date of writing Report.....19..... When handed in at Local Office..... 28/21 41..... Port of London - m. Line

No. in Survey held at Stubburn - m. Line Date, First Survey 2-12-40 Last Survey 18-2-41  
Reg. Book. Suppl. (Number of Visits..... 19.....)  
88009 on the M/V. ECHODALE Tons {Gross 8150  
Net 4788

Built at Stubburn By whom built Hendon-Halls & Co. Ltd. Yard No. 628 When built 1941

Owners H. M. Ministry of Shipping Port belonging to London

Electrical Installation fitted by Hendon-Halls & Co. Ltd. Contract No. 628 When fitted 1941

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

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

Heating No 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

- 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 Corny Sinsingo, 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

Quick-break knife switches and double pole fuses

and for each outgoing circuit Double pole double throw quick break knife switches

and double pole fuses.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes 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 Each lamp coupled to earth via outside fuse

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

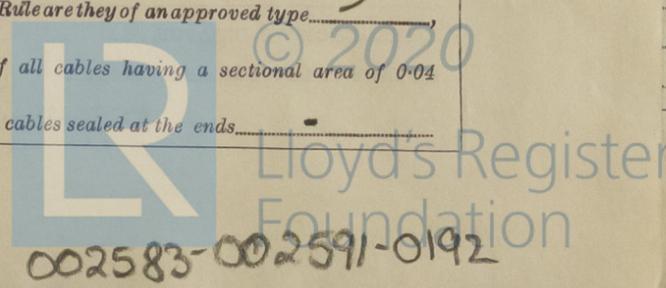
protection devices connected on the pole opposite to the equaliser connection -, have they been tested under working conditions, and at what current

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 4.0, 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 -



002583-002591-0192

with insulating compound or waterproof insulating tape. 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. Yes, are cables laid under machines or floorplates. Yes, if so, are they adequately protected. Yes. Are cables in machinery spaces, galleys, laundries, etc., lead covered. Yes or run in conduit. State how the cables are supported and protected. These cables L.C.A. run in steel pipes fixed to bulkheads and aft. pathway. In accommodation spaces L.C. cables clipped to bulkheads.

Are all lead sheaths, armouring and conduits effectually bonded and earthed. Yes. 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. Yes, where unarmoured cables pass through beams, etc., are the holes effectually bushed. Yes and with what material. Lead. Alternative Lighting, are the groups of lights in the engine and boiler rooms arranged as per Rule. Yes. Emergency Supply, state position and method of control.

Navigation Lamps, are they separately wired. Yes controlled by separate double pole switches. Yes and fuses. Yes. Are the switches and fuses in a position accessible only to the officers on watch. Yes, is an automatic indicator fitted. Yes. Secondary Batteries, are they constructed and fitted as per Rule. Yes, are they adequately ventilated. what is the battery capacity in ampere hours.

Fittings, are all fittings on weather decks, in storeholds and engine rooms and wherever exposed to drip or condensed moisture, weatherproof. Yes. Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present. No, how are they protected. and where are the controlling switches fitted. Yes, are all fittings suitably protected. Yes. are all fittings and accessories constructed and installed as per Rule. Yes. Searchlight Lamps, No. of 2, whether fixed or portable. are their fittings as per Rule. Yes. Heating and Cooking, is the general construction as per Rule. are the frames effectually earthed. Yes, are heaters in the accommodation of the convection type. Yes. Motors, are all motors constructed and installed as per Rule. Yes and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil. Yes, if situated near unprotected combustible material state minimum distance from same horizontally. Yes and vertically. Yes. 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. Yes. Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule. Yes. Control Gear and Resistances, are they constructed and fitted as per Rule. Yes. Lighting Conductors, where required are they wired as per Rule. Yes. Ships carrying Oil having a Flash Point less than 150° F. Have all the special requirements of the Rule (for such ships) been complied with. Yes, are all fuses of the cartridge type. Yes are they of an approved type. Yes. Are the fittings for pump rooms, deck spaces, etc., in accordance with the special requirements for such ships. Yes. Are the cables lead covered as per Rule. Yes. Spare Gear, if the vessel is for open sea service have spares been provided as per Rule. Yes, are they suitably stored in dry situations. Yes. Insulation Tests, has the insulation resistance of all circuits and apparatus been tested and found satisfactory. Yes.

Particulars of Generating Plant

DESCRIPTION OF GENERATOR.	No. of	RATED AT				WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Ampères.	Revs. per Min.	Fuel Used.	Flash Point of Fuel.
MAIN	1	20	110	182			
	1	20	110	182	Single cylinder multi steam engine	Oil 150° F	
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 GENERATOR	20	1	37/083	182	182	48'	V.I.R.	L.C.A.
" " 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							
Engine room motor	1	19/064	82	83	210'	V.I.R.	L.C.A.
" " lighting	1	19/052	49	64	72'	V.I.R.	L.C.A.
Injection pump	1	19/064	61.5	83	174'	V.I.R.	L.C.A.
Hydraulic accommodation	1	27/064	77	130	600'	V.I.R.	L.C.A.
Inside connections	1	19/052	23	64	180'	V.I.R.	L.C.A.

LIGHTING AND HEATING, ETC., CABLES.

WIRELESS	1	19/064	27	83	600'	V.I.R.	L.C.A.
NAVIGATION LIGHTS	1	7/044	2.5	81	725'	V.I.R.	L.C.A.
LIGHTING AND HEATING							
Heater room D.B.	1	7/064	23	46	105'	V.I.R.	L.C.
Upper hold deck	1	7/064	12	46	96'	V.I.R.	L.C.
Bridge deck port	1	7/064	20	46	13'	V.I.R.	L.C.
Starboard	1	7/064	15	46	81'	V.I.R.	L.C.
Lower accommodation	1	7/064	5	46	420'	V.I.R.	L.C.A.
Lower accommodation	1	7/064	26	46	171'	V.I.R.	L.C.A.
Lower deck lighting	1	7/064	12	46	200'	V.I.R.	L.C.A.

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
Tanning gear	1	7 1/2	1	19/064	60	83	200'	V.I.R. L.C.A.
Low bil pump	1	3	1	7/086	16	26	120'	V.I.R. L.C.A.
Low oil pump	1	1 1/2	1	7/029	14	15	120'	V.I.R. L.C.A.
Low	1	1 1/2	1	7/029	12	15	54'	V.I.R. L.C.A.
Mill	1	2	1	7/086	46	28	45'	V.I.R. L.C.A.
Grinder	1	3	1	7/086	24	31	45'	V.I.R. L.C.A.
Starboard - upper tripping	1	8 1/2	1	7/064	30	46	570'	V.I.R. L.C.A.
" - Engine casing	1	4	1	7/064	24.5	46	165'	V.I.R. L.C.A.
" - transmission	1	1/8	1	7/086	1	10	120'	V.I.R. L.C. n pping
" - trip	1	1/2	1	7/086	4	10	100'	V.I.R. L.C. "

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 R. & W. HAWTHORN, LESLIE & Co. LIMITED.

*W. J. ...*

Electrical Engineers.

Date 27/2/41.

COMPASSES.

Minimum distance between electric generators or motors and standard compass 210'

Minimum distance between electric generators or motors and steering compass 200'

The nearest cables to the compasses are as follows:—

A cable carrying .14 Ampères <sup>inside</sup> feet from standard compass — feet from steering compass.

A cable carrying .14 Ampères — feet from standard compass <sup>inside</sup> feet from steering compass.

A cable carrying 22 Ampères 30 feet from standard compass 40 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 R. & W. HAWTHORN, LESLIE & Co. LIMITED.

*W. J. ...*

Builder's Signature.

Date 27/2/41.

Is this installation a duplicate of a previous case *Yes* If so, state name of vessel *Empire Breeze*

Plans. Are approved plans forwarded herewith *No* If not, state date of approval *18.9.40*

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 was installed under special survey. The workmanship and materials used are good. The governing, compensating and regulation of the generator sets were checked. The insulation resistance of each circuit measured and found satisfactory. In my opinion, the installation is suitable for a classed vessel.*

*Noted  
27/2/41  
3/3/41*

Total Capacity of Generators 40 Kilowatts.

*Sd/ate*  
 The amount of Fee ... £ 25 : 0 :  
 Travelling Expenses (if any) £ : :  
 When applied for, 24 MAR 1941  
 When received, 19.....

*W. B. Bowen*  
 Surveyor to Lloyd's Register of Shipping.

APR 1 1941

Committee's Minute

Assigned *Sd/ Nwc, Apt. 99300*

5m. 4.39.—Transfer. (MADE AND PRINTED IN ENGLAND.)  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)