

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

24 SEP 1942

Received at London Office

Date of writing Report 11th Sept 42 When handed in at Local Office 22 SEP 1942 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 3/4 July Last Survey 15th Sept, 1942 (Number of Visits 8)

Reg. Book. Suppt. 86622 on the S.S. "FIREDOG" Tons Gross 1557 Net 879

Built at Sunderland By whom built S.P. Austin & Co. Ltd. Yard No. 364 When built 1942

Owners S.S. Light & Coke Co. Ltd Port belonging to London

Electrical Installation fitted by The Sunderland Ship Rep. Eng. Co. Ltd. Contract No. 364 When fitted 1942

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

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

Heating No Power 110 Direct 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 No Generators, are they compound wound Yes, are they level compounded under working conditions Yes,

if not compound wound state distance between generators No and from switchboard No 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 No 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 airward side on

performs Yes, 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 No and vertically No, 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 airward side

beside upper generating set

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 No and vertically No, what insulation

material is used for the panels "Economy Linoleum" 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 No 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

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

double pole fuses.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule No Instruments on main switchboard Two

ammeters Two voltmeters No synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection No Earth Testing, state means provided E lamps connected to E through two 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 No, are the reversed current

protection devices connected on the pole opposite to the equaliser connection No, have they been tested under working conditions, and at what current

did they operate No 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 No,

state maximum fall of pressure between bus bars and any point under maximum load 4.44, 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

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.

P. PRO THE SUNDERLAND FORGE & ENGINEERING CO., LTD.

W. J. Gurney

Electrical Engineers.

Date 12-9-1942

COMPASSES.

Minimum distance between electric generators or motors and standard compass *no standard compass fitted*

Minimum distance between electric generators or motors and steering compass *13 feet*

The nearest cables to the compasses are as follows:—

A cable carrying _____ Ampères _____ feet from standard compass _____ feet from steering compass.

A cable carrying *.14* Ampères _____ feet from standard compass *on the* 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 S. P. AUSTIN & SON, LIMITED.

W. Seadon

Builder's Signature.

Date 15th Sept 1942.

Is this installation a duplicate of a previous case. *Yes* If so, state name of vessel *"Capitol"*

Plans. Are approved plans forwarded herewith. *Yes* If not, state date of approval. *10/2/41 & 18/3/41*

Certificates. Are certificates of test for _____ 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. The materials used are of good quality and the workmanship is good. On completion the equipment was run under working conditions with satisfactory results 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.S.
6/10/42*

Total Capacity of Generators *16* Kilowatts.

The amount of Fee ... £ *15 : 10* : *2* When applied for, *22 SEP 1942*

Travelling Expenses (if any) £ : : When received.19.....

G. Antinson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI 9 OCT 1942*

Assigned *See A/c. No. 33490*

5th, 4th, 3rd, 2nd, 1st 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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