

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

23 AUG 1946

Received at London Office

Date of writing Report.....19.....

When handed in at Local Office.....19.....

Port of SUNDERLANDNo. in Survey held at SUNDERLAND
Reg. Book.Date, First Survey 24-6-46Last Survey 13-8-1946
(Number of Visits.....7.....)

87304 on the

5/6 HESPERIDES Ex EMPIRE LONGSTONE

Tons

Gross 5125Net 2850Built at SOUTHWICKBy whom built SHIPBUILDING CORP LTDYard No. 9When built 1946Owners BRITISH-SOUTH AMERICAN STEAM NAV. CO LTDPort belonging to LONDONElectrical Installation fitted by SUNDERLAND FORCE & ENGINEERING CO. LTDContract No. 9When fitted 1946Is vessel fitted for carrying Petroleum in bulk - Is vessel equipped with D.F. YES E.S.D. YES Gy.C. - Sub.Sig. -Have plans been submitted and approved YES System of Distribution TWO WIRE INSULATED Voltage of supply for Lighting 110Heating - Power 110 Direct or Alternating Current, Lighting D.C. Power D.C. 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 atrip 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 theyarranged to run in parallel -, are shunt field regulators provided YES Is the compound winding connected to the negative or positive poleNEGATIVE Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing - Have certificates oftest for machines under 100 kw. been supplied YES and the results found as per rule YES Are the lubricating arrangements and the constructionof the generators as per rule YES Position of Generators ENGINE ROOM STBD. IN AND OUTBOARDis the ventilation in way of generators satisfactory YES, are they clear of inflammable material YES, if situatednear unprotected combustible material state distance from same horizontally - and vertically -, are the generators protected from mechanicalinjury and damage from water, steam and oil YES, are the bedplates and frames earthed YES, and the prime movers and generators in metalliccontact YES Switchboards, where are main switchboards placed ENGINE ROOM. STBD. ON ENGINEERS STOREare they in accessible positions, free from inflammable gases and acid fumes YES, are they protected from mechanical injury and damage from water, steamand oil YES, if situated near unprotected combustible material state distance from same horizontally - and vertically -, what insulationmaterial is used for the panels EBONY SINDAKYO, if of synthetic insulating material is it an Approved Type YES, if ofsemi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule - Is the frame effectually earthed YESIs the construction as per Rule YES, including accessibility of parts YES, absence of fuses on the back of the board YES, individual fusesto 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 Q.B.SWITCH AND DOUBLE POLE FUSEand for each outgoing circuit DOUBLE POLE, DOUBLE THROW Q.B. SWITCH AND DOUBLE POLE FUSEAre compartments containing switchboards composed of fire-resisting material or lined as per Rule YES Instruments on main switchboard 2ammeters 2 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to theequaliser connection - Earth Testing, state means provided EARTH LAMPS CONNECTED TO "E" THROUGH SWITCHES AND FUSESSwitches, Circuit Breakers and Fuses, are they as per Rule YES, are the fuses an approved type YES, are all fuses labelled asper Rule YES If circuit breakers are provided for the generators, at what overload current did they open when tested -, are the reversed currentprotection devices connected on the pole opposite to the equaliser connection -, have they been tested under working conditions, and at what currentdid they operate - Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule YESCables, 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 16 V., are the ends of all cables having a sectional area of 0.8square 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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and found satisfactory.....*YES*.....

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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.

Sunderland Forge & Eng. Co. Ltd.

Electrical Engineers.

Date *16-8-1946*

H. J. Gurney

COMPASSES.

Minimum distance between electric generators or motors and standard compass *35 FEET*

Minimum distance between electric generators or motors and steering compass *30 FEET.*

The nearest cables to the compasses are as follows:—

A cable carrying *0.14* Ampères *INSIDE* feet from standard compass feet from steering compass.

A cable carrying *0.14* Ampères feet from standard compass *INSIDE* 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 and on behalf of SHIPBUILDING CORPORATION LTD. (Wear Branch)

ROBEY & CO. LTD. SHEFFIELD & ROADS LTD. LTD.

Builder's Signature.

Date *19-8-46*

Director

JOHN MARSHALL

Is this installation a duplicate of a previous case *YES* If so, state name of vessel *MARSHALL*

Plans. Are approved plans forwarded herewith *YES* If not, state date of approval *13-3-45.*

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 in conformity with the Society's Rules and Regulations, and the arrangements are in accordance with, or equivalent to, those shown on the approved plans.

Materials used are of good quality and the workmanship is satisfactory. On completion, the Insulation resistance of the Installation was over Rule requirements, and the Generators operated on Load and Governor tests, with satisfactory results.

The Equipment as installed is, in my opinion, suitable for a Classed vessel.

Noted.

2.4
30/8/46

Total Capacity of Generators *30* Kilowatts.

The amount of Fee ... £ *22: 10: 2* When applied for, *21 AUG 1946*
SPECIFICATION. *5 12/6.*

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

A. A. Pimentel

Surveyor to Lloyd's Register of Shipping.

FRI 6 SEP 1946

Committee's Minute

Assigned *In minute see J. E. Kelly Rpt*

5m 4.30.—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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