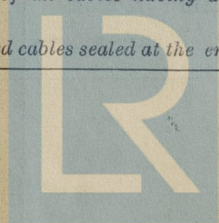


REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of HULL.No. in Survey held at Goole & Hull Date, First Survey 5th April Last Survey 12th June 1946
Reg. Book. (Number of Visits.....8.....)37167 on the "C.A.T.O." Tons { Gross.....939.....
Net.....497.....Built at Goole By whom built Goole S.B. & R. CO. Ltd. Yard No. 442 When built 1946Owners Bristol Sfm. Nav. Co. Ltd. Port belonging to BristolElectrical Installation fitted by Humber Electric Co. Ltd. Contract No. + When fitted 1946Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. No E.S.D. Yes Gy.C. No Sub.Sig. NoHave plans been submitted and approved Yes System of Distribution two wire Voltage of supply for Lighting 220Heating 220 Power 220 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 Yes, 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 Port & starboard sides of engine room-, is 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 port side forward bulkhead.are 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 "Syndanyo", 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 Overload no volt andreverse trip circuit breakers.and for each outgoing circuit Double pole 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 3ammeters 3 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to theequaliser connection - Earth Testing, state means provided Lamps coupled to earth via switches and fuses.Switches, 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 25%, are the reversed currentprotection devices connected on the pole opposite to the equaliser connection Yes 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 4V, are the ends of all cables having a sectional area of 0.04square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends Yes

[illegible]

MOTOR CABLES.							
ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.					
Windlass	1	18	1	19/.064	⁷² 70 ✓ 83	216'	V.I.R.
Capstan	1	14	1	19/.064	⁷² 56 ✓ 83	120'	"
Steering gear	1	4.5	1	7/.036	18 ✓ 28	30'	"
Engine room pump	1	7.5	1	7/.044	30 ✓ 42	54'	V.G.
" " "	1	5	1	7/.036	21 ✓ 28	72'	"
Winches forward	2	26	2	19/.064	80 ✓ 83	216'	V.I.R.
" aft	2	26	1	19/.064	80 ✓ 83	88'	V.I.R.

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.

W.E. Shutecroft

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass 64'0"

Minimum distance between electric generators or motors and steering compass 59'0"

The nearest cables to the compasses are as follows:—

A cable carrying .2 Ampères inside feet from standard compass 6 feet from steering compass.

A cable carrying .2 Ampères 6' 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 THE ABOVE SUPERVISING & REPAIRING

Builder's Signature.

Date

W.E. Shutecroft

Director

Is this installation a duplicate of a previous case Yes

If so, state name of vessel

"INO"

Plans. Are approved plans forwarded herewith No

If not, state date of approval

6.1.2.45.

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 was installed in accordance with the approved plans and the Rules.

The materials are of good quality and the workmanship is good.

On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits & apparatus was measured and found good.

This equipment is in my opinion suitable for a classed vessel.

Noted Thus 19.7.46

Total Capacity of Generators 115 Kilowatts.

The amount of Fee ...

£ 34: -

When applied for,

19....

Travelling Expenses (if any) £

When received,

19....

W.E. Shutecroft

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 26 JUL 1946

Assigned

Su F.E. machy rpt.



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Lloyd's Register
Foundation