

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.....126 JAN 1943.....

Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Date, First Survey 21 Dec 1942 Last Survey 11 Jan 1943

(Number of Visits.....4.....)

on the

EMPIRE FORTUNE

Tons { Gross 6140
Net 4103

Built at South Shields

By whom built John Readhead & Son Ltd

Yard No. 531

When built 1942

Owners

Port belonging to

Electrical Installation fitted by Clarke Chapman & Co. Ltd

Contract No. 531 When fitted 1942

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

Have plans been submitted and approved YES System of Distribution Two wires Voltage of supply for Lighting 110

Heating — 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 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 Interolam, 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

switches and double pole fuses.

and for each outgoing circuit Single pole double throw switch and double pole fuses.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule YES Instruments on main switchboard 2

ammeters 2 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 Both lamps connected to E. through 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 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 44.4 V., are the ends of all cables having a sectional area of 0.2

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



and found satisfactory YES.

0147 2/2

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 CLARKE, CHAPMAN & Co., LTD.

W. A. Woodeson

Electrical Engineers.
Chairman.

Date 14/1/43.

COMPASSES.

Minimum distance between electric generators or motors and standard compass.....

Minimum distance between electric generators or motors and steering compass.....

The nearest cables to the compasses are as follows:—

A cable carrying $\frac{1}{4}$ Ampères ^{inside} feet from standard compass feet from steering compass.

A cable carrying $\frac{1}{4}$ 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

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted

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 JOHN READHEAD & SONS LTD.

Builder's Signature.

Date 22.1.43.

MANAGING DIRECTOR.

Is this installation a duplicate of a previous case NO If so, state name of vessel

Plans. Are approved plans forwarded herewith NO If not, state date of approval 27.11.42.

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 and in accordance with the approved plan. The materials used were of good quality and the workmanship was satisfactory.

On completion, the installation was tested and operated under working conditions. The insulation resistance measured and the whole found satisfactory.

The equipment, as installed, is, in my opinion, suitable for a class vessel.

Noted
L.R.
16/2/43.

Total Capacity of Generators 30 Kilowatts.

The amount of Fee £ 25 : 3/6 When applied for, 27 JAN 1943

Travelling Expenses (if any) £ : : When received, 10.2.43

Surgeon to Lloyd's Register of Shipping.

FRI. 5 MAR 1943

Committee's Minute

Assigned See Nwc. J.E. 101040



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Foundation