

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

DEC 29 1939

Date of writing Report 10-3-39. When handed in at Local Office 20-3-39 Port of Glasgow.

No. in Survey held at Glasgow. Date, First Survey 16th Dec 1938 Last Survey 10-3-1939
 Reg. Book. 87301 on the MV "BRITAMER" (Number of Visits... 13)

Built at Glasgow By whom built Barclay Curle & Co. Ltd. Yard No. 670 When built 1939

Owners Hall & Petersen Ngrs. Port belonging to Oslo.

Electric Light Installation fitted by Campbell & Eskenwood. Contract No. 670 When fitted 1939

Is the Vessel fitted for carrying Petroleum in bulk Yes.

Tons { Gross 9976
Net 5932

System of Distribution two wire ✓

Pressure of supply for Lighting 110 volts, **Heating** 110 volts, **Power** 110 volts.

Direct or Alternating Current, Lighting direct. **Power** direct.

If alternating current system, state frequency of periods per second —

Has the **Automatic Governor** been tested and found efficient when the whole load is suddenly thrown on or off. yes

Generators, do they comply with the requirements regarding temperature rise yes, are they compound wound yes

are they over compounded 5 per cent. yes, if not compound wound state distance between each generator —

Where more than one generator is fitted are they arranged to run in parallel no, is an adjustable regulating resistance fitted in series with each shunt field —

approved yes Have certificates of test results for machines under 100 kw. been submitted and approved —

Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing —

Are all terminals accessible, clearly marked, and furnished with sockets yes, are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched yes

Are the lubricating arrangements of the generators as per Rule yes

Position of Generators in engine room, is the ventilation in way of the generators satisfactory yes, are they clear of all inflammable material yes, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators — and —

are the generators protected from mechanical injury and damage from water, steam or oil yes, are their axes of rotation fore and aft yes

Earthing, are the bedplates and frames of the generating plant efficiently earthed yes, are the prime movers and their respective generators in metallic contact yes

Main Switch Boards, where placed near generators.

If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard —

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes yes, are they protected from mechanical injury and damage from water, steam or oil yes, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards — and —, are they constructed wholly of durable, non-ignitable non-absorbent materials yes, is all insulation of high dielectric strength and of permanently high insulation resistance yes

is it of an approved type yes, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework Sindampo, is the non-hygroscopic insulating material of an approved type yes, and is the frame effectively earthed yes

Are the fittings as per Rule regarding:— spacing or shielding of live parts yes, accessibility of all parts yes, absence of fuses on back of board yes, temperature rise of omnibus bars yes, individual fuses to voltmeter, pilot or earth lamp yes, are moving parts of switches alive in the "off" position no, are all screws and nuts securing connections effectively locked yes, are any fuses fitted on the live side of switches no

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches generators controlled by D.P. switch and fuses. Each outgoing circuit controlled by D.P. CO switch and fuses.

Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material yes

Instruments on main switchboard 2 ammeters 2

voltmeters — synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system earth lamps.

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules yes, are the fusible cutouts of an approved type yes, have the reversed

current protection devices been tested under working conditions

Joint Boxes, Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule *yes*

Cables: Single, twin, concentric, or multicore *single twin* are the cables insulated and protected as per Tables IV, V, X or XI of the Rules *yes*

If the cables are insulated otherwise than as per Rule, are they of an approved type *5.2 Volts*

Fall of Pressure, state maximum between bus bars and **Cable Sockets**, are the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets *yes*

Paper Insulated and Varnished Cambric Insulated Cables. If conductors are paper or varnished cambric insulated, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound *yes*, or waterproof insulating tape

Cable Runs, are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage *yes*. Are cables in machinery spaces, galleys, lavatories, bathrooms and lavatories lead covered or run in conduit *yes*

Support and Protection of Cables, state how the cables are supported and protected *mains L.C.B. run in conduit on deck. machinery space wiring L.C.A.B. clipped. Accommodation L.C. clipped*

If cables are run in wood casings, are the casings and caps secured by screws *yes*, are the cap screws of brass *yes*, are the cables run in separate grooves *yes*. If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VIII *yes*

Refrigerated Chambers, are the cables and fittings in accordance with the special requirements

Joints in Cables, state if any, and how made, insulated, and protected *none*

Watertight Glands and Deck Tubes, are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands *yes*

Bushes in Beams and Non-watertight Partitions, where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed *yes* state the material of which the bushes are made *lead*

Earthing Connections, state what earthing connections are fitted and their respective sectional areas *lead and arming efficiently earthed by means of clips or bonding glands*, are their connections made as per Rule *yes*

Alternative Lighting, are the groups of lights in the propelling machinery space arranged as per Rule *yes*. **Emergency Supply**, state position and method of control of the emergency supply and how the generator is driven *yes*

Navigation Lamps, are these separately wired *yes*, controlled by separate switch and separate fuses *yes*, are the fuses double pole *yes*, are the switches and fuses grouped in a position accessible only to the officers on watch *yes*, has each navigation lamp an automatic indicator as per Rule *yes*

Secondary Batteries, are they constructed and fitted as per Rule *yes*

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight *yes*, are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected *yes in bulk room. efficient gas tight fittings. in gas tight tubing*

are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected *yes in bulk room. efficient gas tight fittings. in gas tight tubing*

where are the controlling switches situated *in accommodation*

are all fittings suitably ventilated *yes*, are all switches and lampholders constructed wholly of non-ignitable, non-absorbent materials *yes*

Heating and Cooking Appliances, are they constructed and fitted as per Rule *yes*, are air heaters constructed and fitted as per Rule *wiring only*

Searchlight Lamps, No. of *—*, whether fixed or portable *—*, are their fittings as per Rule *—*

Arc Lamps, other than searchlight lamps, No. of *—*, are their live parts insulated from the frame or case *—*, are their fittings as per Rule *—*

Motors, are their working parts readily accessible *yes*, are the coils self-contained and readily removable for replacement *yes*, are the brushes, brush holders, terminals and lubricating arrangements as per Rule *yes*, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material *yes*, are they protected from mechanical injury and damage from water, steam or oil *yes*, are their axes of rotation fore and aft *yes*, if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type *—*, if not of this type, state distance of the combustible material horizontally or vertically above the motors *—* and *—*

have machines of over 100 BHP been inspected by the Surveyors during manufacture and testing *—*

Control Gear and Resistances, are the generator field and motor speed regulators, starters and controllers constructed and fitted as per Rule *yes*

Lightning Conductors, where lightning conductors are required, are these fitted as per Rule *—*

Ships carrying Oil having a Flash Point less than 150° F. Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings *yes*, are all fuses of the fitted cartridge type *yes*, are they of an approved type *yes*

If portable lamps for use in dangerous spaces are supplied, are they of a self-contained, battery-fed type approved by the Home Office *—*

Spare Gear, if the vessel is for open sea service have spares been supplied as per Rule *yes*

PARTICULARS OF GENERATING PLANT.

DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Amps.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN	2	18	110	164	780	steam engine		
AUXILIARY								
EMERGENCY								

GENERATOR, LIGHTING AND HEATING CONDUCTORS.

DESCRIPTION.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT. AMPERES.		Approximate Length. (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
	No. per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	In Circuit.	Rule.			
MAIN GENERATOR	1	2	37	083	164	184	12	Rubber.	Conduit.
EQUALISER CONNECTIONS									
AUXILIARY GENERATOR									
EMERGENCY GENERATOR									
ROTARY TRANSFORMER MOTOR GENERATOR									
ENGINE ROOM D.B.	1	007	7	036	24	24	20	Rubber.	L.C.A.B.
BOILER ROOM									
AUXILIARY SWITCHBOARDS									
NAVIGATION D.B.	1	003	3	036	35	12	590	"	L.C.B.
MIDSHIP S.B.	1	0750	19	072	65	92	550	"	L.C.B.
ENGINE ROOM AUX. 1	1	04	19	052	63	64	70	"	L.C.A.B.
ENGINE ROOM AUX. 2	1	06	19	064	62	83	85	"	L.C.A.B.
ACCOMMODATION AFT. D.B.	1	06	19	064	56	83	110	"	L.C.B.
WIRELESS	1	007	7	036	15	24	570	"	L.C.B.
SEARCHLIGHT	1	002	3	029	36	78	490	"	L.C.B.
MASTHEAD LIGHT	1	002	3	029	36	78	60	"	L.C.B.
SIDE LIGHTS	1	002	3	029	2	78	25	"	L.C.B.
COMPASS LIGHTS									
POOP LIGHTS									
CARGO LIGHTS									
ARC LAMPS									
HEATERS	1	003	3	036	10	12	20	"	L.C.

MOTOR CONDUCTORS.

DESCRIPTION.	No. of Motors.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT. AMPERES.		Approximate Length. (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
		No. Per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	In Circuit.	Rule.			
BALLAST PUMP										
MAIN BILGE LINE PUMPS										
GENERAL SERVICE PUMP										
EMERGENCY BILGE PUMP										
SANITARY PUMP										
CIRC. SEA WATER PUMPS										
CIRC. FRESH WATER PUMPS										
AIR COMPRESSOR										
FRESH WATER PUMP										
ENGINE TURNING GEAR										
ENGINE REVERSING GEAR										
LUBRICATING OIL PUMPS										
OIL FUEL TRANSFER PUMP										
WINDLASS										
WINCHES, FORWARD										
WINCHES, AFT										
STEERING GEAR—										
(a) MOTOR GENERATOR										
(b) MAIN MOTOR	1	1	0225	7	064	45	46	55	Rubber.	L.C.A.B.
WORKSHOP MOTOR										
VENTILATING FANS										
SEPARATORS	2	1	0145	7	052	33.4	37	60	"	"
PRIMING PUMP	1	1	0045	7	029	17.7	18.2	76	"	"
CRANE	1	1	007	7	036	24	24	65	"	"

All Conductors are of annealed copper conforming to British Standard Specification No. 7 (or International Electro-technical Commission Publication No. 28).

The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

CAMPBELL & ISHERWOOD LTD.

Electrical Engineers.

Date 14. 3. 39.

COMPASSES.

Distance between electric generators or motors and standard compass 290 feet.

Distance between electric generators or motors and steering compass 287 feet.

The nearest cables to the compasses are as follows:—

A cable carrying 2 Ampères led into feet from standard compass led into feet from steering compass.

A cable carrying 3.5 Ampères 8 feet from standard compass 6 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 course in the case of the standard compass, and nil degrees on course in the case of the steering compass.

FOR BARDLEY, CURLE & CO., LTD.

H. J. Tully

Builder's Signature.

Date 16th Mar 39

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

General Remarks (State quality of workmanship, opinions as to class, &c.) The electrical equipment of this vessel has been fitted on board under special survey, tested under full working conditions and found satisfactory. The materials and workmanship are good.

Ed
20/3/39

Note
L.J.
31/3/39

Total Capacity of Generators 36 Kilowatts.

The amount of Fee ... £ 24 : - : When applied for, 28 MAR 1939

Travelling Expenses (if any) £ : : When received, 29. 4. 39 1/5

R. J. Hurreison

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 28 MAR 1939

Assigned SEE ACCOMPANYING MACHINERY REPORT.

759,936.—Transfer. The Surveyors are requested not to write on or below the space for Committee's Minute.



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