

## REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report... 25<sup>th</sup> October 1941... When handed in at Local Office... 10:11:41... Port of... Glasgow.  
 No. in Survey held at... Glasgow... Date, First Survey... 1:4:41... Last Survey... 5<sup>th</sup> Sept. 1941...  
 Reg. Book... 23259... on the... M.V. 'EMPIRE PRIDE'... Tons {Gross... 9248  
 Built at... Glasgow... By whom built... Barclay Curle... Yard No... 680... When built... 1941...  
 Owners... His Majesty represented by The Minister of War Transport... Port belonging to... Glasgow...  
 Electrical Installation fitted by... The Sunderland Forge & Eng. Co. Ltd... Contract No... 680... When fitted... 1941...  
 Is vessel fitted for carrying Petroleum in bulk... Is vessel equipped with D.F... E.S.D... Gy.C... Sub.Sig...

Have plans been submitted and approved... *Yes*... System of Distribution... *two wire*... Voltage of supply for Lighting... *220*...  
 Heating... Power... *220*... Direct or Alternating Current, Lighting... *DC*... Power... *DC*... If Alternating Current state frequency... Prime Movers,  
 has the governing been tested and found efficient when the whole load is suddenly thrown on and off... *Yes*... Are turbine emergency governors fitted with a  
 trip switch as per Rule... *Yes*... 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... *Yes*... 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... *Yes*... 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... *in engine room*...  
 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... *Special platform in engine room*...  
 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... *Indan*... 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... *Triple pole C.B. with*  
*2. o/c Time Lag. & R.I. Trip Third pole acting as equalizer with preference trips relay & aux'l*  
*contacts.*  
 and for each outgoing circuit... *D.P. C.B. with o/c Time Lag. & Shunt Trips or D.P. Switch and fuses*

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule... Instruments on main switchboard... *4*...  
 ammeters... *4*... voltmeters... synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the  
 equaliser connection... *Yes*... Earth Testing, state means provided... *Earth lamps*...



Switches, Circuit Breakers and Fuses, are they as per Rule L, are the fuses an approved type L, are all fuses labelled as per Rule L, are the reversed current protection devices connected on the pole opposite to the equaliser connection L, have they been tested under working conditions L. Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule L.

Cables, are they insulated and protected as per the appropriate Tables of the Rules L, 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 8-3 volt 1/2", the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets L. Are paper insulated and varnished cambric insulated cables sealed at the exposed ends L.

with insulating compound - or waterproof insulating tape L. Are all the cable runs in accessible positions, not exposed to drip or accumulation of water or oil, high temperatures or risk of mechanical damage L, are cables laid under machines or floorplates -, if so, are they adequately protected -. Are cables in machinery spaces, galleys, laundries, etc., lead covered L or run in conduit -. State how the cables are supported and protected Main: L.C. clipped to wood grounds / protected where necessary. Machinery space

L.C. clipped to steel tray. Accommodation L.C. clipped

Are all lead sheaths, armouring and conduits effectually bonded and earthed L. Refrigerated chambers, are the cables and fittings as per Rule -.

Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands L, where unarmoured cables pass through beams, etc., are the holes effectively bushed L and with what material fibre. Alternative Lighting, are

the groups of lights in the engine and boiler rooms arranged as per Rule L. Emergency Supply, state position brat deck and method of control own switchboard.

Navigation Lamps, are they separately wired L controlled by separate double pole switches L and fuses L. Are the switches and fuses in a position accessible only to the officers on watch L, is an automatic indicator fitted L. Secondary Batteries, are they constructed and fitted as per Rule -, are they adequately ventilated -.

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, weatherproof L. Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present -, if so, how are they protected -.

and where are the controlling switches fitted -, are all fittings suitably ventilated L.

are all fittings and accessories constructed and installed as per Rule L. Searchlight Lamps, No. of 1, whether fixed or portable L.

are their fittings as per Rule L. Heating and Cooking, is the general construction as per Rule L.

are the frames effectually earthed L, are heaters in the accommodation of the convection type -. Motors, are all motors constructed and installed as per Rule L and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil L, if situated near unprotected combustible material state minimum distance from same horizontally - and vertically -.

Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing L. Have certificates of test for motors under

100 BHP intended for essential services been supplied and the results found as per Rule L. Control Gear and Resistances, are they constructed and fitted as per Rule L. Lightning Conductors, where required are they fitted as per Rule -. Ships carrying Oil having a Flash Point

less than 150° F. Have all the special requirements of the Rules for such ships been complied with -, are all fuses of the cartridge type -.

are they of an approved type -. If portable lamps for use in dangerous spaces are supplied, are they of a self-contained battery-fed flameproof type -. Spare Gear, if the vessel is for open sea service have spares been provided as per Rule L, are they suitably stored in dry

situations L. Insulation Tests, has the insulation resistance of all circuits and apparatus been megger tested and found satisfactory L.

#### PARTICULARS OF GENERATING PLANT.

DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN ...	<u>4</u>	<u>160</u>	<u>220</u>	<u>728</u>	<u>500</u>	<u>oil engine</u>	<u>oil</u>	<u>above 150°F.</u>
EMERGENCY ...	<u>1</u>	<u>35</u>	<u>220</u>	<u>160</u>	<u>1000</u>	<u>oil engine</u>	<u>oil</u>	<u>above 150°F.</u>
ROTARY TRANSFORMER								

#### GENERATOR CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
		No. in Parallel Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR ...	<u>160</u>	<u>2</u>	<u>37/103</u>	<u>727</u>	<u>770</u>	<u>245</u>	<u>vc</u>	<u>LC</u>
" " EQUALISER ...		<u>1</u>	<u>37/103</u>		<u>585</u>	<u>125</u>	<u>vc</u>	<u>LC</u>
EMERGENCY GENERATOR ...	<u>35</u>	<u>1</u>	<u>19/083</u>	<u>160</u>	<u>191</u>	<u>30</u>	<u>vc</u>	<u>LC</u>
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR ...								

#### MAIN DISTRIBUTION CABLES.

AUX. SWITCHBOARDS AND SECTION BOARDS ...							
Main Sw. 6. Emergency Sw. 80.	1	19/083	160	191✓	400	rc.	L.C.
E.R. FOR. POWER. SB.	2	19/072	314	314✓	268	rc.	L.C.
FOR. FAN & POWER PANEL.	2	19/083	350	382✓	650	rc.	L.C.
GALLEY FAN & POWER PANEL.	2	19/072	301	314✓	350	rc.	L.C.
FAN & POWER PANEL. AFT.	1	19/083	176	191✓	600	rc.	L.C.

#### LIGHTING AND HEATING, ETC., CABLES.

WIRELESS	...	...	...	...	...	...	...	
NAVIGATION LIGHTS	...	...	...	...	...	...	...	
LIGHTING AND HEATING	...	...	...	...	...	...	...	
ACCOMMODATION. L <sup>th</sup> . SB.	1	19/064	80	135	300	vc.		L.C.
CREW. L <sup>th</sup> . SB.	1	19/064	59	135	300	vc		L.C.
TROOP. L <sup>th</sup> . SB.	1	19/064.	69.8	135	300	vc.		L.C.
E.R. L <sup>th</sup> . DB. Top.	1	7/036	16	24	190	Rubber		L.C.
Bottom.	1	7/036	15.7	24	160	"		L.C.
Port	1	7/036	6.7	24	190	"	ALB.	L.C.
Starb.	1	7/036.	6.7	24	160.	"	"	L.C.

#### MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
REFRIG. MACH. POWER DB.			<u>1</u>	<u>7/064</u>	<u>69.5</u>	<u>75</u>	<u>36</u>	<u>vc</u> <u>LC</u>
E.R. TENT. FANS.	<u>4</u>	<u>174</u>	<u>1</u>	<u>7/029</u>	<u>8</u>	<u>15</u>	<u>490</u>	<u>Rubber</u> <u>LC</u>
REFRIG. COMPRESSOR.	<u>2</u>	<u>33</u>	<u>1</u>	<u>19/064</u>	<u>126</u>	<u>135</u>	<u>160</u>	<u>vc</u> <u>LC</u>
AIR COMPRESSOR.	<u>2</u>	<u>120</u>	<u>2</u>	<u>27/072</u>	<u>452</u>	<u>592</u>	<u>290</u>	<u>vc</u> <u>LC</u>
TURNING GEAR.	<u>2</u>	<u>18</u>	<u>1</u>	<u>7/064</u>	<u>72.8</u>	<u>75</u>	<u>270</u>	<u>vc</u> <u>LC</u>
FROM E.R. FOR. POWER SB.								
OIL FUEL TRANS.	<u>2</u>	<u>10</u>	<u>1</u>	<u>7/064</u>	<u>40</u>	<u>46</u>	<u>128</u>	<u>Rubber</u> <u>LC</u>
SANITARY & BILGE.	<u>2</u>	<u>24</u>	<u>1</u>	<u>19/052</u>	<u>95</u>	<u>104</u>	<u>110</u>	<u>vc</u> <u>LC</u>
OIL PURIFIERS	<u>2</u>	<u>2.5</u>	<u>1</u>	<u>7/029</u>	<u>12</u>	<u>15</u>	<u>175</u>	<u>Rubber</u> <u>LC</u>
" "	<u>2</u>	<u>3</u>	<u>1</u>	<u>7/029</u>	<u>13</u>	<u>15</u>	<u>175</u>	<u>Rubber</u> <u>LC</u>
FUEL VALVE COOLING.	<u>2</u>	<u>1</u>	<u>1</u>	<u>7/044</u>	<u>4.8</u>	<u>5</u>	<u>40</u>	<u>Rubber</u> <u>LC</u>
PRINING PUMP.	<u>2</u>	<u>2</u>	<u>1</u>	<u>7/064</u>	<u>8.6</u>	<u>10</u>	<u>80</u>	<u>Rubber</u> <u>LC</u>
SW. PUMP.	<u>2</u>	<u>38</u>	<u>1</u>	<u>19/072</u>	<u>147</u>	<u>157</u>	<u>250</u>	<u>vc</u> <u>LC</u>
BALL AST. PUMP.	<u>1</u>	<u>38</u>	<u>1</u>	<u>19/072</u>	<u>147</u>	<u>157</u>	<u>235</u>	<u>vc</u> <u>LC</u>
PISTON & JACKET COOLING.	<u>3</u>	<u>37</u>	<u>1</u>	<u>19/072</u>	<u>143</u>	<u>157</u>	<u>186</u>	<u>vc</u> <u>LC</u>
FORCED LUB. OIL.	<u>3</u>	<u>11</u>	<u>1</u>	<u>7/064</u>	<u>46</u>	<u>75</u>	<u>156</u>	<u>vc</u> <u>LC</u>
AUX. CIRCULATING	<u>1</u>	<u>6.5</u>	<u>1</u>	<u>7/044</u>	<u>28.5</u>	<u>42</u>	<u>264</u>	<u>vc</u> <u>LC</u>
STEERING GEAR.	<u>2</u>	<u>50</u>	<u>1</u>	<u>19/083</u>	<u>190</u>	<u>191</u>	<u>586</u>	<u>vc</u> <u>LC</u>
WINDLASS & BOOSTER.	<u>1</u>	<u>52</u>	<u>1</u>	<u>27/064</u>	<u>218</u>	<u>252</u>	<u>300</u>	<u>vc</u> <u>LC</u>
BOAT WINCHES FOR	<u>4</u>	<u>12 1/2</u>	<u>1</u>	<u>7/064</u>	<u>50</u>	<u>75</u>	<u>250</u>	<u>vc</u> <u>LC</u>
MIDSHIP.	<u>4</u>	<u>12 1/2</u>	<u>1</u>	<u>7/064</u>	<u>50</u>	<u>75</u>	<u>350</u>	<u>vc</u> <u>LC</u>
AFT.	<u>4</u>	<u>12 1/2</u>	<u>1</u>	<u>7/064</u>	<u>50</u>	<u>75</u>	<u>250</u>	<u>vc</u> <u>LC</u>
FOR. WINCHES	<u>4</u>	<u>35</u>	<u>1</u>	<u>19/064</u>	<u>145</u>	<u>135</u>	<u>400</u>	<u>vc</u> <u>LC</u>
MID WINCHES	<u>4</u>	<u>35</u>	<u>1</u>	<u>19/064</u>	<u>145</u>	<u>135</u>	<u>300</u>	<u>vc</u> <u>LC</u>
AFT. WINCHES	<u>4</u>	<u>35</u>	<u>1</u>	<u>19/064</u>	<u>145</u>	<u>135</u>	<u>400</u>	<u>vc</u> <u>LC</u>
WARPING WINCH	<u>1</u>	<u>38</u>	<u>1</u>	<u>19/072</u>	<u>154</u>	<u>157</u>	<u>360</u>	<u>vc</u> <u>LC</u>

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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.

P.Pro. THE SUNDERLAND FORGE & ENGINEERING CO. LTD.

Electrical Engineers.

Date 4th November 1941.

#### COMPASSES.

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

48 feet

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

40 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 ..... Ampères ..... feet from standard compass ..... 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 ..... degrees on ..... course in the case of the standard compass, and ..... degrees on ..... course in the case of the steering compass.

For BRIDGES, CURRIE & CO., LTD.

Builder's Signature.

Date

3rd Nov '41

SECRETARY

Is this installation a duplicate of a previous case.....

If so, state name of vessel .....

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 fitted on board under special  
survival tests under full working conditions and found satisfactory. The materials  
and workmanship are good. All the requirements of the approved plans  
and M.O.W.T specification have been carried out.

Noted

J.H.

17/11/41.

Rob  
19/11/41

Total Capacity of Generators.....

675

Kilowatts.

The amount of Fee ... £ 64:19 :

When applied for,

12.9.1941.

Man. Sec. 12.7.6

When received.

Travelling Expenses (if any) £ : :

2/10/1941.

J. P. Piddell

P. I. Hutchinson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 NOV 1941

Assigned

See Free Entry Report



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Foundation