

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

1 - MAR 1946

Date of writing Report 14<sup>th</sup> February 1946 When handed in at Local Office 20/2/46 Port of NEWCASTLE-ON-TYNE

No. in Survey held at BLYTH. Date, First Survey 28/12/45 Last Survey 31<sup>st</sup> January 1946  
Reg. Book. 37571 on the S.S. "EMPIRE PASSMORE" Tons { Gross 974  
Net 388

Built at BLYTH. By whom built BLYTH DRY DOCK & SHIPBUILDING CO. LTD. and No. 313 When built 1946

Owners MINISTRY OF WAR TRANSPORT Port belonging to BLYTH.

Electrical Installation fitted by CLARKE CHAPMAN & CO. LTD. Contract No. — When fitted 1946

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

Have plans been submitted and approved YES System of Distribution TWO WIRE INSULATED 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 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 NEAR GENERATORS

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 INTEROHM, 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 QUICK  
BREAK SWITCH AND DOUBLE POLE FUSES

and for each outgoing circuit DOUBLE POLE CHANGEOVER SWITCH AND DOUBLE POLE FUSES

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule YES Instruments on main switchboard TWO  
ammeters TWO 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 EARTH LAMPS.  
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 YES,  
state maximum fall of pressure between bus bars and any point under maximum load 6 VOLTS, are the ends of all cables having a sectional area of 0.04  
square inch and above provided with soldering sockets YES Are paper insulated and varnished cambric insulated cables sealed at the ends YES



and found satisfactory.....<sup>Yes</sup>

0350 2/2



The foregoing is ~~a correct description~~ **FOR CLARKE, CHAPMAN & Co., Ltd.**

T. B. Woodward

*Electrical Engineers.*

Date 15/2/46

~~Director,~~

## COMPASSES.

Minimum distance between electric generators or motors and standard compass..... 28 FEET.

Minimum distance between electric generators or motors and steering compass..... 20 FEET. ✓

*The nearest cables to the compasses are as follows:—*

A cable carrying 14 Amperes <sup>INSIDE</sup> ~~feet from~~ standard compass 8 feet from steering compass.

A cable carrying 14 Ampères 8 feet from standard compass INSIDE feet from steering compass.

*A cable carrying ..... Amperes ..... 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 ALL course in the case of the

standard compass, and N 1/2 degrees on ALL course in the case of the steering compass.

*Builder's Signature.*

Date \_\_\_\_\_

Is this installation a duplicate of a previous case..... Yes. If so, state name of vessel SS "EMPIRE PAVILION"

Plans. Are approved plans forwarded herewith..... No. .... If not, state date of approval..... 7<sup>th</sup> APRIL 1945.

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 all circuits was above the 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 closed vessel.

all the requirements of the M.O.W.T. Specification have been carried out.

Noted

Ken 5.3.46

Total Capacity of Generators.....30 ✓ Kilowatts.

The amount of Fee ... .. £ 22: 10: (When applied for, 28 FEB 1946)

SPEC. ~~L~~ 5-12-6

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

When applied for,  
28 FEB 1946

When received.

FRI. 15 MAR 1946

Committee's Minute

Assigned. See F.F. machy. rpt.

m, 4.30.—Transfer. (MADE AND PRINTED IN ENGLAND.)

5m 4.39.—Transfer. (MADE AND PRINTED IN ENGLAND.)

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