

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office... NOV 25 1940

Date of writing Report... 28-10-1940 When handed in at Local Office... 19... Port of... Belfast

No. in Survey held at... Belfast Date, First Survey... 28 June Last Survey... 24 Oct 1940
Reg. Book. (Number of Visits... 14)

87009 on the M. V. "Araybank" Tons {Gross... Net...}

Built at... Belfast By whom built... Harland & Wolff Ltd Yard No... 1034 When built... 1940

Owners... Andrew Weir Co. Port belonging to... Belfast

Electrical Installation fitted by... Harland & Wolff Ltd Contract No... 1034 When fitted... 1940

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

Have plans been submitted and approved... yes System of Distribution... two wire system Voltage of supply for Lighting... 220

Heating... 220 Power... 220 Direct or Alternating Current, Lighting... D.C. Power... D.C. 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... 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

positive... 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... Main motor room on 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... Main motor room on 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... Sindango, 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... 200 amp.

Double pole quick break knife switch & 200 amp. double pole fuses.

and for each outgoing circuit... single pole quick make & break change over switch

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

ammeters... 3 voltmeters... 1 synchronising devices. ~~Compound machines in parallel is the circuit connected to the bus opposite to the~~

Earth Testing, state means provided... earth lamps connected to busbars by DP switches & 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, are the reversed current protection devices connected on the pole opposite to the equaliser connection yes, have they been tested under working conditions yes. 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 exposed ends yes with insulating compound yes or waterproof insulating tape yes. 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 yes, are cables laid under machines or floorplates yes, if so, are they adequately protected yes. Are cables in machinery spaces, galleys, laundries, etc., lead covered yes. State how the cables are supported and protected clipped to perforated steel plating.

Are all lead sheaths, armouring and conduits effectually bonded and earthed yes. Refrigerated chambers, are the cables and fittings as per Rule yes. Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands yes, where unarmoured cables pass through beams, etc., are the holes effectively bushed yes and with what material lead. Alternative Lighting, are the groups of lights in the engine and boiler rooms arranged as per Rule yes. Emergency Supply, state position none fitted and method of control clipped to perforated steel plating.

Navigation Lamps, are they separately wired yes controlled by separate double pole switches yes and fuses yes. Are the switches and fuses in a position accessible only to the officers on watch yes, is an automatic indicator fitted yes. Secondary Batteries, are they constructed and fitted as per Rule yes, are they adequately ventilated yes. Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, weatherproof yes. Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present yes, if so, how are they protected clipped to perforated steel plating.

and where are the controlling switches fitted yes, are all fittings suitably ventilated yes, are all fittings and accessories constructed and installed as per Rule yes. Searchlight Lamps, No. of yes, whether fixed or portable yes, are their fittings as per Rule yes. Heating and Cooking, is the general construction as per Rule yes, are the frames effectually earthed yes, are heaters in the accommodation of the convection type yes. Motors, are all motors constructed and installed as per Rule yes and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil yes, if situated near unprotected combustible material state minimum distance from same horizontally yes and vertically yes. Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing yes. Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule yes. Control Gear and Resistances, are they constructed and fitted as per Rule yes. Lightning Conductors, where required are they fitted as per Rule yes. 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 yes, are all fuses of the 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 flameproof type yes. Spare Gear, if the vessel is for open sea service have spares been provided as per Rule yes, are they suitably stored in dry situations yes. Insulation Tests, has the insulation resistance of all circuits and apparatus been megger tested and found satisfactory 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 | 25 | 220 | 115 | 550 | STEAM ENGINE | | |
| EMERGENCY ... | | | | | | | | |
| 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 (Cable) ... | 1 | 1 | 19/083 | 115 | 118 | 60' | RUBBER | HARD RUBBER |
| " " EQUALISER ... | | | | | | | | |
| EMERGENCY GENERATOR ... | | | | | | | | |
| ROTARY TRANSFORMER MOTOR | | | | | | | | |
| " " GENERATOR ... | | | | | | | | |

MAIN DISTRIBUTION CABLES.

| DESCRIPTION. | KILOWATTS. | CONDUCTORS. | MAXIMUM CURRENT IN AMPERES. | APPROX. LENGTH (lead plus return feet). | INSULATED WITH. | HOW PROTECTED. |
|--|------------|-------------|-----------------------------|---|-----------------|----------------|
| AUX. SWITCHBOARDS AND SECTION BOARDS ... | | | | | | |

LIGHTING AND HEATING, ETC., CABLES.

| DESCRIPTION. | KILOWATTS. | CONDUCTORS. | MAXIMUM CURRENT IN AMPERES. | APPROX. LENGTH (lead plus return feet). | INSULATED WITH. | HOW PROTECTED. | |
|---|------------|-------------|-----------------------------|---|-----------------|----------------|-------------|
| WIRELESS ... | | 1 | 7/044 | 27 | 31 | 270 | L.S.A.B |
| NAVIGATION LIGHTS ... | | 1 | 7/029 | 10 | 18.2 | 270 | " |
| LIGHTING AND HEATING ACCOMMODATION FOR AFT. | | 1 | 7/044 | 24 | 31 | 250 | HARD RUBBER |
| " " AFT. | | 1 | 7/036 | 17 | 24 | 500 | " |
| CARGO LIGHTING | | 1 | 7/064 | 42 | 46 | 430 | " & L.S.A.B |
| MOTOR ROOM LTG | | 1 | 7/036 | 16 | 24 | 250 | " |

MOTOR CABLES.

| ALL IMPORTANT MOTORS TO BE ENUMERATED. | No. | B.H.P. | CONDUCTORS. | MAXIMUM CURRENT IN AMPERES. | APPROX. LENGTH (lead plus return feet). | INSULATED WITH. | HOW PROTECTED. | | |
|--|-----|--------|-------------|-----------------------------|---|-----------------|----------------|--------|-------------|
| WORKSHOP MOTORS | 2 | 3.5 | 1 | 3/036 | 8 | 12 | 30 | RUBBER | HARD RUBBER |
| LIFTING GEAR | 1 | 5 | 1 | 7/036 | 20 | 24 | 180 | " | " |
| BOILER FAN | 1 | 1 | 1 | 3/029 | 4 | 7.8 | 150 | " | " |
| OIL PURIFIERS | 3 | 3 | 1 | 7/029 | 12.8 | 18.2 | 100 | " | " |
| GALLEY BLOWERS | 2 | 0.3 | 1 | 3/029 | 2 | 7.8 | 270 | " | " |
| VENTILATING FANS | 4 | 1.5 | 1 | 3/036 | 7 | 12 | 80 | " | " |
| REFRIG. MACHINE | 1 | 2.5 | 1 | 7/029 | 10.5 | 18.2 | 300 | " | " |

D.G. Installed. Also correction coils installed on Compasses.

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.



Electrical Engineers. Date.....

COMPASSES.

Minimum distance between electric generators or motors and standard compass..... 70'-0"

Minimum distance between electric generators or motors and steering compass..... 65'-5"

The nearest cables to the compasses are as follows:—

A cable carrying 10 Ampères 8 feet from standard compass 6 feet from steering compass.

A cable carrying 27 Ampères 12 feet from standard compass 12 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
 & Calibrated with D/G on and off.

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 any course in the case of the standard compass, and nil degrees on any course in the case of the steering compass.



Builder's Signature. Date.....

Is this installation a duplicate of a previous case..... no 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 survey and in accordance with the approved plans, tested under full working conditions and found satisfactory. The materials & workmanship are good.

Noted
 J.P.
 25/11/40

Total Capacity of Generators..... 50 Kilowatts.

The amount of Fee ... £ 27 : 10 : 0
 Due Belfast £ 13 : 15 : 0
 Due Liverpool £ 13 : 15 : 0
 Travelling Expenses (if any) £ : :
 When applied for, 29. 11. 19. 40
 When received, 3. 2. 19. 41

L. Haffner & J. Mafee
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 NOV 1940

Assigned See Bel F.C. 12784

2m.10.33.—Transfer. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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