

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

27 JAN 1942

Received at London Office

Date of writing Report... 26/1/1942 When handed in at Local Office... 26/1/1942 Port of... Leith

No. in Survey held at... Leith Date, First Survey... 30/10/41 Last Survey... 9/1/1942
Reg. Book. (Number of Vicks... 2)on the... M. S. C. NEPTUNE. Tons { Gross... 131-0
Net... 110

Built at... Leith By whom built... Henry Robb & Co. Yard No... 319 When built... 1942

Owners... The Manchester Ship Canal Co. Port belonging to... Manchester

Electrical Installation fitted by... Henry Robb & Co. Contract No... 319 When fitted... 1942

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... Parallel two wire Voltage of supply for Lighting... 110

Heating... Power... 110 Direct or Alternating Current, Lighting... Dc Power... Dc 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

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... Bottom platform R & S side forward of engines

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... between the two generators at forward bulkhead.

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... Sundanyo, 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

OP DT switch and OP fuses to each generator

and for each outgoing circuit... OP DT switch and OP fuses to each circuit

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 and switches with OP 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

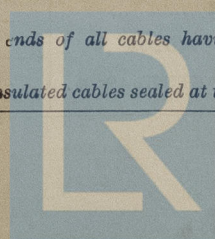
protection devices connected on the pole opposite to the equaliser connection... have they been tested under working conditions, and at what current

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... 3 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

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and found satisfactory.....Yes.....

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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.

HENRY ROBB, LIMITED.

J. Ashenf.

Electrical Engineers.

Date 23 Jan 42

COMPASSES.

Minimum distance between electric generators or motors and standard compass.

Minimum distance between electric generators or motors and steering compass. 20ft. (Temporary compass for voyage to Manchester)

The nearest cables to the compasses are as follows:—

A cable carrying 36 Ampères feet from standard compass 6 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 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 degrees on course in the case of the standard compass, and 1 1/2 degrees on all course in the case of the steering compass.

J. Ashenf.

Builder's Signature.

Date 23 Jan 42

Is this installation a duplicate of a previous case. Yes

If so, state name of vessel Mallard & Merluin

Plans. Are approved plans forwarded herewith. Yes

If not, state date of approval.

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith.

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

The Diesel driven generators- Mech Repts 10674 & 10675 have been efficiently fitted on board in accordance with the rules, the material & workmanship being sound and good.

The wiring has been carried out in a satisfactory manner and in accordance with the approved plans. On completion the whole installation was tried out under working conditions at full load and found satisfactory in all respects.

Total Capacity of Generators 25 Kilowatts.

The amount of fee

£ 20 : 0 : 0

When applied for,

26-1-1942

4/5 Lth £16-0-0

1/5 Lth £4-0-0

Travelling Expenses (if any) £

When received.

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L.B. Murray.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 4 FEB 1942

Assigned

See Lth. 2E 20601