

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

24 NOV 1943

Date of writing Report... 29. 10. 43... When handed in at Local Office... 19... Port of... Liverpool

No. in Survey held at Lydham & Preston. Date, First Survey... 7.6.43 Last Survey... 28. 10. 1943
Reg. Book. (Number of Visits... 5)

on the... s.s. "FRESHWELL." Tons { Gross... 283
Net...

Built at... Lydham. By whom built... Lydham S.B. & Co. Ltd. Yard No... 873 When built... 1943

Owners... The Admiralty. Port belonging to... London.

Electrical Installation fitted by... Lydham S.B. & Co. Ltd Contract No... 873 When fitted... 1943

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... no

Have plans been submitted and approved... Yes System of Distribution... Two wire Voltage of supply for Lighting... 110

Heating... Power... Direct or Alternating Current, Lighting... A.C. Power... 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... 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... In Engine Room adjacent to generator.

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... Switche, fuses, etc mounted on mica or bakelite insulated bars, if of synthetic insulating material is it an Approved Type... 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 switch

and fuses

and for each outgoing circuit... Double-pole switch and fuses.

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

ammeter... one voltmeter... synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection... Earth Testing, state means provided... Good lamps.

Switches, Circuit Breakers and Fuses, are they as per Rule... Yes, are the fuses an approved type... Admiralty Pattern, 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

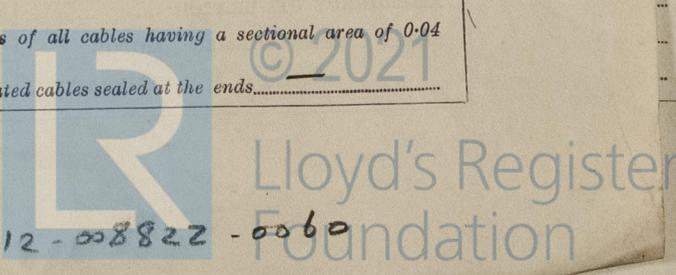
protection devices connected on the pole opposite to the equaliser connection... have they been tested under working conditions, and at what current

did they operate... Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule... Admiralty Pattern

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...

state maximum fall of pressure between bus bars and any point under maximum load... 3.1. Voltage 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...



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.

THE LYTHAM SHIPBUILDING & ENGINEERING COMPANY LIMITED
R. Friedenthal

Electrical Engineers. Date 3-11-43

COMPASSES.

Minimum distance between electric generators or motors and standard compass..... 35 ft.

Minimum distance between electric generators or motors and steering compass..... 30 ft.

The nearest cables to the compasses are as follows:—

A cable carrying .20 Ampères in feet from standard compass 6 feet from steering compass.

A cable carrying .20 Ampères 4 feet from standard compass in feet from steering compass.

A cable carrying 5.5 Ampères 8 feet from standard compass 10 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 *hit* degrees on *any* course in the case of the standard compass, and *hit* degrees on *any* course in the case of the steering compass.

THE LYTHAM SHIPBUILDING & ENGINEERING COMPANY LIMITED
R. Friedenthal

Builder's Signature. Date 3-11-43

Is this installation a duplicate of a previous case..... Yes. If so, state name of vessel *SS. FRESHPOOL*

Plans. Are approved plans forwarded herewith..... *no* If not, state date of approval..... *10.12.42*

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 under special survey and in accordance with the Rules and specification. The installation has been tested under full working conditions and found satisfactory. The helix and workmanship are good.

*Noted
 J.P.
 25/11/43*

Total Capacity of Generators..... 10 Kilowatts.

The amount of Fee ... £ 10 : 0 : 0 When applied for, 27 NOV 1943

Travelling Expenses (if any) £ 1 : 18 : 10 When received, 19.....

H. Haggard, & J.A. Findley
 Surveyors to Lloyd's Register of Shipping.

Committee's Minute **LIVERPOOL 23 NOV 1943**

Assigned *Transmit to London*

5m. 4.38.—Transfer. (MADE AND PRINTED IN ENGLAND)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

