

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

120 AUG 1942

Received at London Office.....

Date of writing Report..... 23rd July 1942..... When handed in at Local Office..... 19..... Port of Liverpool

No. in Survey held at Proton, Lytham, Fleetwood Date, First Survey 28/11/41 Last Survey 27/7/42
Reg. Book..... (Number of Visits..... 6.....)

on the S.S. "FRESHENER" Tons { Gross..... 278 Net.....

Built at Lytham By whom built Lytham, S.B. Eng. Co. Ltd Yard No. 869 When built 1942

Owners The Admiralty Port belonging to.....

Electrical Installation fitted by The Lytham Shipbuilding Eng. Co. Ltd Contract No. 869 When fitted 1942

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 DC 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 Switches, fuses etc mounted on mica or fire-resistant insulating base to Admiralty requirements 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 Admiralty Requirements including accessibility of parts....., 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 D.P. Switch & D.P.

fuses

and for each outgoing circuit D.P. Switch & fuses

.....

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard 1

ammeters..... 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 Cast Lamps

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

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 3.1V, 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.....



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 and ENGINEERING COMPANY, LIMITED
R. Friedenthal

Electrical Engineers.

Date 24/7/42

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 4 feet from steering compass.

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

A cable carrying 7 Ampères 11 feet from standard compass 6 feet from steering compass.

Have the compasses been adjusted with and without the electric installation at work at full power +04. 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 2.2 degrees on any course in the case of the standard compass, and in degrees on any course in the case of the steering compass.

THE LYTHAM SHIPBUILDING and ENGINEERING COMPANY, LIMITED
R. Friedenthal

Builder's Signature

Date 24/7/42

Is this installation a duplicate of a previous case Yes If so, state name of vessel S.S. Sealbrook

Plans. Are approved plans forwarded herewith no. If not, state date of approval 13/12/41.

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 fitted on board under special survey and in accordance with the approved plans & specifications. The installation has been tested under full working conditions and found satisfactory. The metallic workmanship are good.

Noted
L.F.
 27/8/42

Total Capacity of Generators 10. Kilowatts.

The amount of Fee ... £ 10 : 0 : 0 When applied for, 14 AUG 1942
 Travelling Expenses (if any) £ 5 : 11/6 When received, 19

A. Haffner.
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 18 AUG 1942

28 AUG 1942

Assigned Transmit to London.

See Liv. J.E. 118227

5m.4.33.—Transfer. (MADE AND PRINTED IN ENGLAND.)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

