

14 APR 1943

Rpt. 13.

No. 119301

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report... 22/3/43... When handed in at Local Office... 19... Port of... Liverpool

No. in Survey held at... Rydam + Preston... Date, First Survey... 28/12/42... Last Survey... 19/3/43... Reg. Book... (Number of Visits...)

on the... S.S. "FRESHMERE" Tons {Gross... Net...}

Built at... Rydam... By whom built... Rydam S.B. & Eng. Co Ltd... Yard No... 871... When built... 1943

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

Electrical Installation fitted by... Rydam S.B. & Eng. Co. Ltd... Contract No... 871... When fitted... 1943

Is vessel fitted for carrying Petroleum in bulk... ho... Is vessel equipped with D.F... ho... E.S.D... ho... Gy.C... ho... Sub.Sig... ho...

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 micaite insulated bars to Admiralty requirements... 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... 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 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... 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 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...

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 *2nd April 1943*

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 *in* 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 *2nd April 1943*

Is this installation a duplicate of a previous case *similar* If so, state name of vessel *S.S. Asollabi etc*

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 fitted on board under special survey and in accordance with the approved plans and specification. The installation was tested under full working conditions and found satisfactory. The materials and workmanship are good.

*Noted
 J.B.
 19/4/43*

Total Capacity of Generators *10* Kilowatts.

The amount of Fee ... £ *10 : 0 : 0* When applied for, *9 APR 1943*

Travelling Expenses (if any) £ *3 : 11/3* When received, *19*

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

Committee's Minute *LIVERPOOL 193 APR 1943*

TUES. 4 MAY 1943

Assigned *Transmit to London.*

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