

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

SEP -3 1940

Date of writing Report.....19..... When handed in at Local Office.....29/7/40..... Port of.....Newcastle-on-Tyne.....

No. in Survey held at Walker Reg. Book, Date, First Survey 13 June Last Survey 18 July 1940 (Number of Visits.....8.....)

on the S.S. ECEABAT Tons { Gross 691 Net 265

Built at Walker By whom built Swan Hunter & Wigham Richardson and No. 1662 When built 1940

Owners Turkish Government Port belonging to Istanbul.

Electrical Installation fitted by Clarke Chapman & Co. Ltd. Contract No. 1662 When fitted 1940

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 Direct Power - 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 - 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 Engine room 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 Engine room 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 Ebony Sindanyo, 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 Double pole

quick break knife switch and double pole fuses

and for each outgoing circuit Double pole quick break knife switches and double pole fuses

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

ammeters 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 coupled to earth via switches & fuses

Generator Test Certificate

ENCLOSURE

24139

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 -, have they been tested under working conditions -. 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 -, state maximum fall of pressure between bus bars and any point under maximum load Less than 5", 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 - with insulating compound - or waterproof insulating tape -. 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 - or run in conduit Yes. State how the cables are supported and protected Main cables of V.I.R. run in galvanised steel pipe in accommodation spaces. L.C. cable clipped to wood grounds. Are all lead sheaths, armouring and conduits effectually bonded and earthed Yes. Refrigerated chambers, are the cables and fittings as per Rule -. 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 - and method of control -. 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 -, are they adequately ventilated -. 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 No, if so, how are they protected -. and where are the controlling switches fitted -, are all fittings suitably ventilated Yes. are all fittings and accessories constructed and installed as per Rule Yes. Searchlight Lamps, No. of one, whether fixed or portable fixed, are their fittings as per Rule Yes. Heating and Cooking, is the general construction as per Rule -. are the frames effectually earthed -, are heaters in the accommodation of the convection type -. Motors, are all motors constructed and installed as per Rule - and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil -, if situated near unprotected combustible material state minimum distance from same horizontally - and vertically -. Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing -. Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule -. Control Gear and Resistances, are they constructed and fitted as per Rule -. Lightning Conductors, where required are they fitted as per Rule -. 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 -, are all fuses of the cartridge type -. are they of an approved type -. If portable lamps for use in dangerous spaces are supplied, are they of a self-contained battery-fed flameproof type -. 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	1	10	110	91	600	Single cylinder vert. 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 For Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	10	1	19/072	91	97	20'	V.I.R.	In galvanised steel pipe
" " 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	7/029	9	18.2	200'	V.I.R. In galvanised steel pipe
NAVIGATION LIGHTS		1	7/029	4	18.2	200'	V.I.R. " " " "
LIGHTING AND HEATING							
Engine and boiler room		1	7/029	14	18.2	20'	V.I.R. " " " "
Accommodation and hold		1	7/029	24	27	180'	V.I.R. " " " "
Projector		1	7/040	9.1	31	400'	V.I.R. " " " "

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.	DESCRIPTION.	APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.

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.

For Clarke, Chapman & Co., Ltd.

*W. H. Chapman* Director

Electrical Engineers.

Date 19-7-40

COMPASSES.

Minimum distance between electric generators or motors and standard compass 80'

Minimum distance between electric generators or motors and steering compass 70'

The nearest cables to the compasses are as follows:—

A cable carrying .14 Ampères - feet from standard compass *inside* feet from steering compass.

A cable carrying 4 Ampères 10 feet from standard compass 5 feet from steering compass.

A cable carrying .14 Ampères *inside* 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 711 degrees on Every course in the case of the

standard compass, and 711 degrees on Every course in the case of the steering compass.

*G. J. Steward*  
DIRECTOR

Builder's Signature.

Date 25 July 1940

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 was installed under Special Survey. The workmanship employed and materials used are good. The governing regulation and compounding of the generator set were tested, and the insulation resistance of each circuit measured and found satisfactory. In my opinion the installation is suitable for a classed vessel.

*Noted*  
*10/9/40*

Total Capacity of Generators 10 Kilowatts.

The amount of Fee ... £ 10 : 0 :

When applied for, 131 AUG 1940

Travelling Expenses (if any) £ :

When received, 9th Sept. 1940

*H. S. Brown*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

18 SEP 1940

Assigned

*See minute on*  
*FF made report*

(MADE IN ENGLAND.)  
2m.10.38.—Transfer.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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