

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

5 MAY 1943

Received at London Office.....

Date of writing Report 1 MAY 1943 When handed in at Local Office 1 MAY 1943 Port of NEWCASTLE-ON-TYNE

No. in Survey held at NORTH SHIELDS Date, First Survey 12/3/43 Last Survey 7/4/ 1943  
Reg. Book. (Number of Visits 2)

54343 on the ABEILLE 20 Tons (Gross 149  
Net 15)

Built at SOUTH SHIELDS By whom built J.P. PENNOLDSON & SONS LTD Yard No. When built

Owners MINISTRY OF WAR TRANSPORT Port belonging to SOUTHAMPTON

Electrical Installation fitted by SHIELDS ENG & DRY DOCK CO LTD Contract No. When fitted 1943

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 TWO WIRE Voltage of supply for Lighting 65

Heating — Power — Direct or Alternating Current, Lighting D.C. Power — If Alternating Current state periodicity — Prime Movers, YES

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 YES

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 — and the results found as per rule — Are the lubricating arrangements and the construction

of the generators as per rule YES Position of Generators ENGINE ROOM STABRD.

—, 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 STAB ON ENGINEERS STORE

BK HEAD

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 SYNDANIO, 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., — 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 SWITCH AND FUSE

—

and for each outgoing circuit DOUBLE POLE QUICK BREAK SWITCH AND FUSE

—

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

ammeters 1 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 CONNECTED TO E THROUGH SWITCH AND 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

did 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 —,

state maximum fall of pressure between bus bars and any point under maximum load 4.4V, are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets — Are paper insulated and varnished cambric insulated cables sealed at the ends —



ON WOOD GROUNDS WITH BRASS GLIPS IN ACCOMMODATION.

Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands yes, where unarmoured cables pass through

the groups of lights in the engine and boiler rooms arranged as per Rule. Yes Emergency Supply, state position. —

Navigation Lamps, are they separately wired yes controlled by separate

automatic indicator fitted N.C. Secondary Batteries, are they constructed and fitted as per Rule 1, 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

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are all fittings and accessories constructed and installed as per Rule Y's. Searchlight Lamps, No. of —, whether fixed or portable —

are the frames effectually earthed....., are heaters in the accommodation of the convection type..... Motors, are all motors constructed and

steam and oil \_\_\_\_\_, if situated near unprotected combustible material state minimum distance from same horizontally \_\_\_\_\_ and vertically \_\_\_\_\_. Are

Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing..... Have certificates of test for motors under

fitted as per Rule Yes. Lightning Conductors, where required are they fitted as per Rule Yes. Ships carrying Oil having a Flash Point

are they of an approved type. Are the fittings for pump rooms, 'tween deck spaces, etc., in accordance with the special requirements for such

Rule Yes, are they suitably stored in dry situations Yes Insulation Tests, has the insulation resistance of all circuits and apparatus been tested

[illegible]

ATED AT

[illegible]

CONDUCTORS.		MAY	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

CONDUCTORS.	MAXIMUM C
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LIGHTING AND HEATING ETC CABLES

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[illegible]

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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.

FOR THE SHIELDS ENGINEERING & DOCK CO LIMITED

*John Swapson*  
DOCK MANAGER

Electrical Engineers.

Date *20/4/43*

#### COMPASSES.

Minimum distance between electric generators or motors and standard compass *60 Feet*

Minimum distance between electric generators or motors and steering compass *50 Feet*

The nearest cables to the compasses are as follows:—

A cable carrying *1/4* Ampères *INSIDE* feet from standard compass feet from steering compass.

A cable carrying *1/4* Ampères *INSIDE* 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

The maximum deviation due to electric currents was found to be *NIL* degrees on *EVERY* course in the case of the

standard compass, and *NIL* degrees on *EVERY* course in the case of the steering compass.

FOR THE SHIELDS ENGINEERING & DOCK CO LIMITED

*John Swapson*  
DOCK MANAGER

Builder's Signature.

Date *20/4/43*

Is this installation a duplicate of a previous case *NO* If so, state name of vessel

Plans. Are approved plans forwarded herewith If not, state date of approval *15-4-43*

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 Electrical*

*Equipment of this Vessel was installed in accordance with the  
Approved plan and to the requirements of the Lloyds Rules.*

*The materials used and the workmanship are good.*

*The Installation was tested for Insulation resistance, and  
the Generator run of full load and governor tested and found  
satisfactory*

*In my opinion the Installation of this Vessel is  
suitable for class.*

*W. H. H. H.*

Total Capacity of Generators *3* Kilowatts.

The amount of Fee ... £ *3* : — : *When applied for, 3 MAY 1943*

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

*Admiralty*  
Surveyor to Lloyd's Register of Shipping.

TUES. 25 MAY 1943

Committee's Minute

Assigned *See Memo Rpt 9. Nov. 10/175*



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Foundation