

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 17 MAR 1943

Date of writing Report 11th Mar 1943 When handed in at Local Office 17 MAR 1943 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 2nd Dec, Last Survey 10th Mar, 1943
Reg. Book. Suppt. (Number of Visits 7)

86920 on the M.V. "HARLES DEN" Tons { Gross 7273
Net 4984

Built at Sunderland By whom built W. Douglas & Co., Ltd. Yard No. 699 When built 1943

Owners J. R. Harrison, Ltd. Port belonging to London

Electrical Installation fitted by Campbell & Shewood, Ltd. Contract No. 699 When fitted 1943

Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. Yes E.S.D. Yes Gy.C. No Sub.Sig. No

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

Heating 110 Power 110 Direct or Alternating Current, Lighting Yes Power Yes 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 No, 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 Engine room semi-circular frame on

raised steel, 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 semi-circular frame on

bulbhead at generating set level with grating front and rear

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 "Economy Linoleum", 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

circuit breaker with overload trip and time lag device

on each pole

and for each outgoing circuit Double pole double throw quick break knife

switch and double pole fuse.

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

ammeters Two 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 Elongated copper to E through end of fuse

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 200A, 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 Yes

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 0.01

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

with insulating compound. 7/2 or waterproof insulating tape. 7/2 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. 7/2 are cables laid under machines or floorplates. 7/2 if so, are they adequately protected. 7/2 Are cables in machinery spaces, galleys, laundries, etc., lead covered. 7/2 or run in conduit. 7/2 State how the cables are supported and protected. "Pyralines" cable supplied to underside of longitudinal girders in forward funnels and to engine room in boiler room. V.I.R. cables in second engine in after funnels and in machinery spaces. L.C.B. in accom.

Are all lead sheaths, armouring and conduits effectually bonded and earthed. 7/2 Refrigerated chambers, are the cables and fittings as per Rule. 7/2

Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands. 7/2 where unarmoured cables pass through beams, etc., are the holes effectively bushed. 7/2 and with what material. Lead Alternative Lighting, are the groups of lights in the engine and boiler rooms arranged as per Rule. 7/2 Emergency Supply, state position 7/2 and method of control. 7/2

Navigation Lamps, are they separately wired. 7/2 controlled by separate double pole switches. 7/2 and fuses. 7/2 Are the switches and fuses in a position accessible only to the officers on watch. 7/2 is an automatic indicator fitted. 7/2 Secondary Batteries, are they constructed and fitted as per Rule. 7/2 are they adequately ventilated. 7/2 what is the battery capacity in ampere hours. 7/2

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, weatherproof. 7/2 Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present. 7/2 if so, how are they protected. 7/2

and where are the controlling switches fitted. 7/2 are all fittings suitably ventilated. 7/2

are all fittings and accessories constructed and installed as per Rule. 7/2 Searchlight Lamps, No. of 7/2 whether fixed or portable. 7/2 are their fittings as per Rule. 7/2 Heating and Cooking, is the general construction as per Rule. 7/2

are the frames effectually earthed. 7/2 are heaters in the accommodation of the convection type. 7/2 Motors, are all motors constructed and installed as per Rule. 7/2 and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil. 7/2 if situated near unprotected combustible material state minimum distance from same horizontally. 7/2 and vertically. 7/2 Are motors coupled to oil fuel transfer and unit pressure pumps capable of being stopped from a position accessible in the event of fire in the pump compartment. 7/2

Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing. 7/2 Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule. 7/2 Control Gear and Resistances, are they constructed and fitted as per Rule. 7/2 Lightning Conductors, where required are they fitted as per Rule. 7/2 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. 7/2 are all fuses of the cartridge type. 7/2 are they of an approved type. 7/2 Are the fittings for pump rooms, 'tween deck spaces, etc., in accordance with the special requirements for such ships. 7/2 Are the cables lead covered as per Rule. 7/2 Spare Gear, if the vessel is for open sea service have spares been provided as per Rule. 7/2 are they suitably stored in dry situations. 7/2 Insulation Tests, has the insulation resistance of all circuits and apparatus been tested and found satisfactory. 7/2

PARTICULARS OF GENERATING PLANT.

DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE	
		Kilowatts.	Volts.	Amperes.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN	2	15	110	136	600	Single engines		
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 Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATORS	2 x 15	1	19/083	136	191	300.44	V.C.	L.C.B.
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR								

MAIN DISTRIBUTION CABLES.

DESCRIPTION.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
	No. in Parallel Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
AUX. SWITCHBOARDS AND SECTION BOARDS							
Saloon Section Board	1	0.04	67	104	272	"Pyralines"	
Engine Room Section Board	1	19/064	22	83	150	V.I.R.	In conduit
Engine Room Section Board	1	19/064	22	83	50	V.I.R.	In conduit

LIGHTING AND HEATING, ETC., CABLES.

WIRELESS	1	0.225	25/30	75	272+80	"Pyralines" & V.C.	L.C.B.
NAVIGATION LIGHTS	1	0.01	7	42	272+80	"Pyralines" & V.C.	L.C.B.
LIGHTING AND HEATING	All fuses fitted to have 1/2" off from floorboards						
Saloon 1/2" off	1	7/044	19	42	10	V.C.	L.C.B.
Captain's 1/2" off	1	7/044	6	42	50	V.C.	L.C.B.
Headlights 1/2" off	1	7/044	12	42	80	V.C.	L.C.B.
Hoists 1/2" off	1	7/026	10	28	10	V.C.	L.C.B.
2000W	1	7/044	20	42	10	V.C.	L.C.B.
Port 1/2" off	1	7/044	8	42	50	V.C.	L.C.B.
Starboard 1/2" off	1	7/044	8	42	50	V.C.	L.C.B.
Engine 1/2" off	1	3/036	—	10	50	V.C.	L.C.B.
Appl. 1/2" off	1	7/044	5+5	42	600+40	V.I.R.	In conduit
Engine Room 1/2" off (Off E.R.S.B.)	1	7/044	14	31	8	V.I.R.	In conduit
Engine Room 1/2" off (Off E.R.S.B.)	1	7/044	14	31	160	V.I.R.	In conduit

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
Oil Pumping	1	5	1	0.225	42	75	90	"Pyralines"
Forward Pumping	1	3.5	1	0.1	29.7	42	140	"Pyralines"
Oil Pumping	2	8	1	7/044	20.1	31	200	V.I.R. In conduit
Engine Room Vent. Pump	2	1.5	1	7/026	12.0	24	120	V.I.R. In conduit
Refining Pump (Off E.R.S.B.)	2	3.1	1	0.225	26.7+9	75	272+10	"Pyralines" & V.C.
Forward Pumping	1	1.5	1	7/044	13.5	31	140	V.I.R. In conduit
Cranes	1	3	1	7/044	27	31	140	V.I.R. In conduit
Workshop	1	2	1	7/044	17	31	180	V.I.R. In conduit
Sailing Buoys (Off Engine Room)	2	1/4	1	3/036	5	10	40	V.I.R. L.C.B. In conduit

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.

CAMPBELL & ISHERWOOD, LTD.

PER *W. H. H. H. H.*

Electrical Engineers.

Date *12th March 1943*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *98 feet*

Minimum distance between electric generators or motors and steering compass *94 feet*

The nearest cables to the compasses are as follows:—

A cable carrying *1/4* Ampères *on the* feet from standard compass *7* feet from steering compass.

A cable carrying *1/4* Ampères *7* feet from standard compass *on the* 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 *Yes*

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

standard compass, and *Nil* degrees on *any* course in the case of the steering compass.

WILLIAM DOUGLAS & SONS, Limited,

W. H. H. H. H.

Builder's Signature.

Date *16/3/43*

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

Plans. Are approved plans forwarded herewith *No* If not, state date of approval *18/5/42 & 26/1/43*

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. The materials used are of good quality and the workmanship is good. On completion the equipment was run under working conditions with satisfactory results, the protective devices of the circuit breakers were inspected and found to be in good order. The insulation resistance of all circuits was measured and found to be satisfactory. This equipment is in my opinion suitable for a steam vessel.

Noted
24/3/43

Total Capacity of Generators *3* Kilowatts.

The amount of Fee ... £ *22 : 10* : *1* *3 MAR 1943*

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

S. J. J. J.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *WED. 31 MAR 1943*

Assigned *See Std. L.E. 33638*



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