

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

AUG - 8 1940

25 JUL 1940

HULL

Date of writing Report 19-7-1940 When handed in at Local Office 19-7-1940 Port of HULL

No. in Survey held at Hull Date, First Survey 7.2.40 Last Survey 18.7.1940
Reg. Book. (Number of Visits 3)on the Steam Trawler "ST ZENO" Tons {Gross 600
Net 207

Built at Drooley By whom built Cook Bellini & Grummet Yard No. 655 When built 1940.7

Owners The Admiralty Port belonging to

Electrical Installation fitted by The Harland Shipwrights Ltd Contract No. When fitted 1940.7

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

Have plans been submitted and approved Yes System of Distribution Parallel Positive Current 2 wire Voltage of supply for Lighting 100

Heating Yes Power Yes Direct or Alternating Current, Lighting Direct Power Yes 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 Yes Generators, are they compound wound Yes, are they level compounded under working conditions Yes

if not compound wound state distance between generators Yes and from switchboard Yes 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 Yes 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 Yes and vertically Yes, 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, adjacent to generators

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 Yes and vertically Yes, what insulation

material is used for the panels Slate, 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 Yes 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

D.P. Switches & fuses

and for each outgoing circuit D.P. Change over Switches & fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard 2

ammeters 2 voltmeters Yes synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection Yes Earth Testing, state means provided - Earth Cables & Testers

Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type See below*, 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 4 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 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 ✓. Are cables in machinery spaces, galleys, laundries, etc., lead covered Yes or run in conduit ✓. State how the cables are supported and protected Clipped to bulk heads etc or run in conduit.

Are all lead sheaths, armouring and conduits effectually bonded and earthed Yes. Refrigerated chambers, are the cables and fittings as per Rule None. 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 None and method of control None. Navigation Lamps, are they separately wired Yes controlled by separate double pole switches See below* 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 None, 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 Yes, 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 Yes, whether fixed or portable Yes, are their fittings as per Rule See below* 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 None 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 Yes. 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 ✓, are they suitably stored in dry situations ✓. 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 ...	<u>One</u>	<u>10</u>	<u>100</u>	<u>100</u>	<u>360</u>	<u>Steam Engine</u>	<u>✓</u>	<u>✓</u>
EMERGENCY ...	<u>None</u>					<u>None</u>		
ROTARY TRANSFORMER								

GENERATOR CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (load plus return (est)).	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 GENERATOR ...	<u>10</u>	<u>One</u>	<u>19/083</u>	<u>100</u>	<u>118</u>	<u>30</u>	<u>V.I.R</u>	<u>In conduit</u>
" " EQUALISER ...								
EMERGENCY GENERATOR ...								
ROTARY TRANSFORMER: MOTOR ...								
" " GENERATOR ...								

MAIN DISTRIBUTION CABLES.

AUX. SWITCHBOARDS AND SECTION BOARDS ...							
After deck & accommodation	One	7/036	18	24	120	V.I.R	L.C. Board
to Casles.	"	"	12	24	300	"	"
Brig. Chart room etc.	"	7/064	42	46	170	"	"
Charthouse.	"	7/029	6	15	170	"	"
Engine room.	"	7/036	12	24	114	"	"

LIGHTING AND HEATING, ETC., CABLES.

LIGHTING AND HEATING							
WIRELESS	...	...	...	...	...	...	...
NAVIGATION LIGHTS	...	...	...	...	...	...	...
LIGHTING AND HEATING	...	...	...	...	...	...	...

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
<u>None</u>								
<p>* The fuses fitted in the sub distribution boards are not of an approved type, but a view of the difficulties of supply have been accepted by the Admiralty.</p> <p>The navigation lights are controlled by S.P. switches but have a main DP switch controlling the board situated in the wheel house.</p> <p>In addition to the circuits enumerated above other special circuits have been fitted to Admiralty requirements of which no details are available.</p>								

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 NUMBER SURVEYOR T CO L

Fred Green
Manager Secretary Electrical Engineers.

Date July 24th 1940

COMPASSES.

Minimum distance between electric generators or motors and standard compass

Minimum distance between electric generators or motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying Ampères feet from standard compass feet from steering compass.

A cable carrying Ampères 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

Has the effect of switching on and off circuits, motors and other electric apparatus within the vicinity of the compasses been noted

The maximum deviation due to electric currents has been found to be degrees on course in the case of the

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

Builder's Signature.

Date

Is this installation a duplicate of a previous case

Yes.

If so, state name of vessel

S^r APOLLO.

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

This installation has been fitted on board under Special
Survey in accordance with the approved plan & the Rules, except
as mentioned over leaf. The workmanship & materials are good.
& when under working conditions & tested as prescribed it was
found satisfactory in every respect

Noted.

LY

9/8/40

Total Capacity of Generators 20 Kilowatts.

The amount of Fee ...

£ 10 : 0

When applied for

12 AUG 1940

When received

21st Sept 1940

Travelling Expenses (if any) £

:

19.4.0

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See Int JG 50794