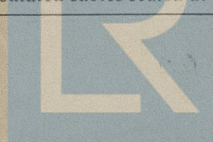


REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report. 17th Dec 1947 When handed in at Local Office 18th Dec 1947 Port of HULLNo. in Survey held at HULL Date, First Survey 13th Nov Last Survey 6th Dec 1947
Reg. Book. (Number of Visits Three)87909 on the "SKIPSEA" ex "SAMCONSTANT" Tons { Gross 7293
Net 4447Built at Baltimore Md. By whom built Bethlehem Fairfield Shipyard Inc. Yard No. - When built 1944Owners Sea S.S. Co. Ltd. Port belonging to Hull
Managers:- Wm. Brown Atkinson & Co. Ltd.Electrical Installation fitted by Bethlehem Fairfield Shipyard Inc. Contract No. - When fitted 1944Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. Yes E.S.D. Yes Gy.C. - Sub.Sig. -Have plans been submitted and approved Yes System of Distribution two wire insulated Voltage of supply for Lighting 120Heating 120 Power 120 Direct or Alternating Current, Lighting D.C. Power D.C. 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 atrip 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 theyarranged to run in parallel Yes, are shunt field regulators provided Yes Is the compound winding connected to the negative or positive polenegative - Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing No Have certificates oftest for machines under 100 kw. been supplied No and the results found as per rule - Are the lubricating arrangements and the constructionof the generators as per rule Yes Position of Generators Generator flat, engine room starboard side-, is the ventilation in way of generators satisfactory Yes are they clear of inflammable material Yes, if situatednear unprotected combustible material state distance from same horizontally - and vertically -, are the generators protected from mechanicalinjury and damage from water, steam and oil Yes, are the bedplates and frames earthed Yes and the prime movers and generators in metalliccontact Yes Switchboards, where are main switchboards placed Adjacent to generatorsare they in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical injury and damage from water, steamand oil Yes, if situated near unprotected combustible material state distance from same horizontally - and vertically -, what insulationmaterial is used for the panels Ebony Asbestos, if of synthetic insulating material is it an Approved Type Yes, if ofsemi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule - Is the frame effectually earthed YesIs the construction as per Rule Yes, including accessibility of parts Yes, absence of fuses on the back of the board back of individual fusesto 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. circuit breakerswith overload & reverse current trips; T.P. insulating switch (including equaliser).and for each outgoing circuit D.P. switch and D.P. cartridge fuses.Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard threeammeters three voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to theequaliser connection Yes Earth Testing, state means provided Earth lampsSwitches, Circuit Breakers and Fuses, are they as per Rule standard are the fuses an approved type standard are all fuses labelled asper Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested -, are the reversed currentprotection devices connected on the pole opposite to the equaliser connection -, have they been tested under working conditions, and at what currentdid they operate Yes Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule YesCables, are they insulated and protected as per the appropriate Tables of the Rules standard otherwise than as per Rule are they of an approved type Yesstate maximum fall of pressure between bus bars and any point under maximum load 6%, are the ends of all cables having a sectional area of 0.04square inch and above provided with soldering sockets No Are paper insulated and varnished cambric insulated cables sealed at the ends -Lloyd's Register
Foundation

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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. Yes or run in conduit. State how the cables are supported and protected. Supported clear of bulkheads in steel clips.

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 or plastic compound. 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.

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. Yes, are they adequately ventilated. what is the battery capacity in ampere hours.

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. Yes, 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. Yes, are heaters in the accommodation of the convection type. Motors, are all motors constructed and installed as per Rule. A.I.E.E. standard and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil. Yes, if situated near unprotected combustible material state minimum distance from same horizontally. and vertically. 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.

Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing. none. Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule. No. Control Gear and Resistances, are they constructed and fitted as per Rule. Yes. 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. Yes, are all fuses of the cartridge type.

are they of an approved type. Are the fittings for pump rooms, tween deck spaces, etc., in accordance with the special requirements for such ships. Are the cables lead covered as per Rule. 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 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.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN	3	20	120	167	400	Single cyl. 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 Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	20	1	0.1969	167	182	40	Rubber	Lead covered & armoured.
" " EQUALISER		1	0.0329	56	20		"	-do-
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							
Engine Room.	"L.1" 1	0.0521	60	75	20	Rubber	Lead covered & armoured.
Cargo floodlights & stores fwd.	"L.2" 1	0.0521	30	75	700	"	-do-
Midship accom. & refriger. stores.	"L.3" 1	0.0829	60	103	500	"	-do-
Midship accom. lighting.	"L.4" 1	0.0829	60	103	540	"	-do-
Cargo floodlights aft.	"L.5" 1	0.0521	30	75	320	"	-do-
Aft deckhouse, steering flat	"L.6" 1	0.0521	35	75	480	"	-do-
Boat deck accom. & stores	"L.7" 1	0.0829	60	103	600	"	-do-
Wheelhouse	"L.8" 1	0.0206	30	44	590	"	-do-
Bridge deck & boat floods	"L.9" 1	0.0829	60	103	200	"	-do-
Searchlight feeder.	"L.10" 1	0.0829	10	103	650	"	-do-

LIGHTING AND HEATING, ETC., CABLES.

WIRELESS	"P.7" 1	0.0206	35	44	600	"	-do-
NAVIGATION LIGHTS from "L.8"	"L.8" 1	0.0206	10	44	590	"	-do-
LIGHTING AND HEATING							
Battery charging	"S.B." 1	0.0206	30	44	4	"	-do-
Salinity indicator.	"S.B." 1	0.0020	1	5	40	"	-do-

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.					
Refrig. compressor.	"P.8" 1	7	1	0.0658	59	88	600
Fresh water pump	"L.1" 1	1	1	0.0206	9	44	48
Aft vent fan	"L.6" 1	1	1	0.0206	15	44	400
Mid. " "	"L.4" 1	1	1	0.0206	5.5	44	168
Winch (galley)	"L.4" 1	1	1	0.0206	4	44	84
Blower (")	"L.4" 1	1	1	0.0206	15	44	48
Galley fan	"L.4" 1	1	1	0.0206	7	44	94

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.

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass.....53'0"

Minimum distance between electric generators or motors and steering compass.....45'0"

The nearest cables to the compasses are as follows:—

A cable carrying2..... Ampèresinside feet from standard compass8'..... feet from steering compass.

A cable carrying2..... Ampères8'..... feet from standard compassinside 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 powerYes

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been notedYes

The maximum deviation due to electric currents was found to beNil..... degrees onevery..... course in the case of the standard compass, andNil..... degrees onevery..... course in the case of the steering compass.

Builder's Signature.

Date

Is this installation a duplicate of a previous case.....-..... If so, state name of vessel.....-

Plans. Are approved plans forwarded herewith.....-..... If not, state date of approval.....-

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 Installation of this vessel as now seen appears to have been fitted in accordance with the standards of the American I.E.E. and minor repairs carried out at this port to bring the insulation tests up to Rule requirements. The generators and circuit breakers and installation generally have been examined, tested under working conditions and found satisfactory.

It was noted that the generators are constructed in line with American practice for a standard temperature rise of 40°C.

The installation, as now seen, is in my opinion, such as could be accepted for classification with this Society.

Noted
J. J.
9.1.48.

Total Capacity of Generators.....60..... Kilowatts.

The amount of Fee ... £ 16: - - When applied for, 19 DEC. 1947.

Travelling Expenses (if any) £ : 5/10. When received, 19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See minute on file



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