

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office MAY 19 1938

Date of writing Report 24 May, 1938 When handed in at Local Office 16 MAY 1938 Port of Sunderland
 No. in Survey held at Sunderland Date, First Survey 24 February, Last Survey 11 May, 1938
 Reg. Book. Suppl. (Number of Visits 16)
37674 on the M.V. "CLIFTONHALL" Tons { Gross 5063
 Net 2968
 Built at Sunderland By whom built W. Doxford & Sons, Ltd. Yard No. 642 When built 1938
 Owners West Hartlepool Ste. Nav. Co. Ltd. Port belonging to West Hartlepool
 Electric Light Installation fitted by The Sunderland Eng. & Ing. Co. Ltd. Contract No. 642 When fitted 1938
 Is the Vessel fitted for carrying Petroleum in bulk no

System of Distribution Double wire volts, Heating — volts, Power 110 volts.

Pressure of supply for Lighting 110 volts, Heating — Power Direct

Direct or Alternating Current, Lighting Direct

If alternating current system, state frequency of periods per second —

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off yes

Generators, do they comply with the requirements regarding temperature rise yes, are they compound wound yes

are they over compounded 5 per cent. yes, if not compound wound state distance between each generator —

Where more than one generator is fitted are they arranged to run in parallel no, is an adjustable regulating resistance fitted in series with each shunt field yes

approved yes, Certs. furnished Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing none fitted

Have certificates for generators under 100 kw. been supplied and approved Manufacturers' Test Certs. only supplied

Are all terminals accessible, clearly marked, and furnished with sockets yes, are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched yes

Position of Generators Steam generator - E.R. Starboard, Diesel generator - E.R. port, is the ventilation in way of the generators satisfactory yes are they clear of all inflammable material yes if situated near unprotected

woodwork or other combustible material, state distance of same horizontally from or vertically above the generators — and —

are the generators protected from mechanical injury and damage from water, steam or oil yes, are their axes of rotation fore and aft yes

Earthling, are the bedplates and frames of the generating plant efficiently earthed yes are the prime movers and their respective generators in metallic contact yes

Main Switch Boards, where placed Engine room starboard side on forward bulkhead

If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard —

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes yes, are they protected from mechanical injury and damage from water, steam or oil yes, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards — and —

are they constructed wholly of durable, non-ignitable non-absorbent materials yes, is all insulation of high dielectric strength and of permanently high insulation resistance —

is it of an approved type —, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework yes, is the non-hygroscopic insulating material of an approved type yes

and is the frame effectively earthed yes Are the fittings as per Rule regarding: — spacing or shielding of live parts yes

accessibility of all parts yes, absence of fuses on back of board yes, temperature rise of omnibus bars yes, individual fuses to voltmeter, pilot or earth lamp yes, are moving parts of switches alive in the "off" position no are any fuses fitted on the live side of switches no

are all screws and nuts securing connections effectively locked yes are any fuses fitted on the live side of switches no

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches D.P. sw. & D.P. fuses on generator mains; D.P.C.O. sw. & D.P. fuses on outgoing circuits

Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material yes Instruments on main switchboard 2 ammeters 2

synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection voltmeters — Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system E lamps coupled to E through switches & fuses

do these comply with the requirements of the Rules yes are the fusible cutouts of an approved type yes © 2020

Switches, Circuit Breakers and Fusible Cut-outs, have the correct

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current protection devices been tested under working conditions. — are all fuses labelled as per rule *Yes*

Joint Boxes, Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule *Yes*

Cables: Single, twin, concentric, or multicore *Single* are the cables insulated and protected as per Tables IV, V, X, XI, XII or XIII of the Rules *Yes*

If the cables are insulated otherwise than as per Rule, are they of an approved type — *Less than 5.3 volts*

Fall of Pressure, state maximum between bus bars and *Yes*

Cable Sockets, are the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets *Yes*

Paper Insulated and Varnished Cambric Insulated Cables.

If conductors are paper or varnished cambric insulated, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound —, or waterproof insulating tape — *Yes*

Cable Runs, are the cables sized as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable 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, bathrooms and lavatories lead covered or run in conduit *Yes*

Support and Protection of Cables, state how the cables are supported and protected *V.I.R. cables run in pipe in turnabouts; L.C.A.B. cables clipped up in machinery spaces; L.C. cables clipped up in accommodation.*

If cables are run in wood casings, are the casings and caps secured by screws —, are the cap screws of brass —, are the cables run in separate grooves — *Yes* If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VIII *Yes*

Refrigerated Chambers, are the cables and fittings in accordance with the special requirements —

Joints in Cables, state if any, and how made, insulated, and protected *Home made*

Watertight Glands and Deck Tubes, are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands *Yes*

Bushes in Beams and Non-watertight Partitions, where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed *Yes* state the material of which the bushes are made *Lead & fibre*

Earthing Connections, state what earthing connections are fitted and their respective sectional areas —, are their connections made as per Rule *Yes*

Alternative Lighting, are the groups of lights in the propelling machinery space arranged as per Rule *Yes* **Emergency Supply,** state position and method of control of the emergency supply and how the generator is driven. —

Navigation Lamps, are these separately wired *Yes*, controlled by separate switch and separate fuses *Yes*, are the fuses double pole *Yes*

are the switches and fuses grouped in a position accessible only to the officers on watch *Yes*

has each navigation lamp an automatic indicator as per Rule *Yes* **Secondary Batteries,** are they constructed and fitted as per Rule —

are they ventilated as per Rule —

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight *Yes*

are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected —

are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected —, how are the cables led —

where are the controlling switches situated —

are all fittings suitably ventilated *Yes*, are all switches and lampholders constructed wholly of non-ignitable, non-absorbent materials *Yes*

Heating and Cooking Appliances, are they constructed and fitted as per Rule —, are air heaters constructed and fitted as per Rule —

Searchlight Lamps, No. of *Home fitted* whether fixed or portable —, are their fittings as per Rule —

Motors, are their working parts readily accessible *Yes*, are the coils self-contained and readily removable for replacement *Yes*

are the brushes, brush holders, terminals and lubricating arrangements as per Rule *Yes*, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material *Yes*, are they protected from mechanical injury and damage from water, steam or oil *Yes*, are their axes of rotation fore and aft *Yes*, if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type —, and —, if not of this type, state distance of the combustible material horizontally or vertically above the motors —

have machines of over 100 BHP been inspected by the Surveyors during manufacture and testing *Home fitted* have certificates for all motors for essential services been supplied and approved *Yes, L. & L. with*

Control Gear and Resistances, are the generator field and motor speed regulators, starters and controllers constructed and fitted as per Rule *Yes*

Lightning Conductors, where lightning conductors are required, are these fitted as per Rule —

Ships carrying Oil having a Flash Point less than 150° F. Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings — are all fuses of the fitted 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 approved for use in dangerous spaces —

Spare Gear, if the vessel is for open sea service have spares been supplied as per Rule *Yes* are they suitably stored in dry situations *Yes*

PARTICULARS OF GENERATING PLANT.									
DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.		
		Kilowatts.	Volts.	Amps.	Rev. per Min.		Fuel Used.	Flash Point of Fuel.	
MAIN	2	15	110	186	600	Single cyl. steam engines	Oil	Above 150° F.	
AUXILIARY	1	10	110	91	1000	Two cyl. diesel engine			
EMERGENCY									
ROTARY TRANSFORMER									

GENERATOR, LIGHTING AND HEATING CONDUCTORS.									
DESCRIPTION.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT.		Approximate Length (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
	No. per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	Circuit.	Rule.			
MAIN GENERATORS...	1	.15	37	.072	136	152	84	V.I.R.	L.C.A.B.
EQUALISER CONNECTIONS									
AUXILIARY GENERATOR...	1	.15	37	.072	91	152	180	V.I.R.	In galv. pipe
EMERGENCY GENERATOR									
ROTARY TRANSFORMER GENERATOR...									Arrangement of coupling auxiliary generator is in accordance with plan approved 6.5.38. and Admiralty's letter of same date.
ENGINE ROOM...	1	.007	7	.036	17	24	280	V.I.R.	In galv. pipe
BOILER ROOM...									
AUXILIARY SWITCHBOARDS									
Cargo Ltg. S.B. fwd.:	1	.04	19	.052	28	64	140	V.I.R.	In galv. pipe
supp. aft. Cargo O.B.	1	.01	7	.044	13	31	240	V.I.R.	In galv. pipe
Two Cargo O.B.	1	.0225	7	.064	13	46	180	V.I.R.	In galv. pipe
Machine room	1	.002	3	.029	2	7.8	60	V.I.R.	L.C.A.B.
Navigation Ltg. O.B.	1	.007	7	.036	7.2	24	320	V.I.R.	In pipe & L.C.A.B.
ACCOMMODATION									
Accom. Ltg. S.B. fwd.:	1	.0225	7	.064	25.8	64	140	V.I.R.	In galv. pipe
supp. aft. Ltg. O.B.	1	.01	7	.044	8	31	300	V.I.R.	In galv. pipe & L.C.A.B.
Impr. Ltg. O.B.	1	.0045	7	.029	11.8	18.2	70	V.I.R.	L.C.A.B.
Offn. Ltg. O.B.	1	.0045	7	.029	11	18.2	60	V.I.R.	L.C.A.B.
Capt. Ltg. O.B.	1	.003	3	.036	5.5	12	40	V.I.R.	L.C.A.B.
Wireless	1	.01	7	.044	12	31	250	V.I.R.	In pipe & L.C.A.B.
SEARCHLIGHT									
MASTHEAD LIGHT	1	.002	3	.029	.36	7.8	360	V.I.R.	In pipe & L.C.A.B.
SIDE LIGHTS	1	.002	3	.029	.36	7.8	60	V.I.R.	L.C.A.B.
COMPASS LIGHTS	1	.002	3	.029	.36	7.8	40	V.I.R.	L.C.A.B.
STEAM LIGHTS	1	.002	3	.029	.36	7.8	500	V.I.R.	In pipe & L.C.A.B.
CARGO LIGHTS									
HEATERS									

MOTOR CONDUCTORS.									
DESCRIPTION.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT.		Approximate Length (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
	No. of Motors.	No. per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	In Circuit.	Rule.		
BALLAST PUMP									
MAIN BILGE LINE PUMPS									
GENERAL SERVICE PUMP									
EMERGENCY BILGE PUMP									
SANITARY PUMP									
CIRC. SEA WATER PUMPS									
CIRC. FRESH WATER PUMPS									
AIR COMPRESSOR									
FRESH WATER PUMP									
ENGINE TURNING GEAR									
ENGINE REVERSING GEAR									
LUBRICATING OIL PUMPS									
OIL FUEL TRANSFER PUMP									
WINDLASS									
WINCHES, FORWARD									
WINCHES, AFT									
STEERING GEAR									
(a) MOTOR GENERATOR									
(b) MAIN MOTOR	1	1	.007	7	.036	17	24	140	V.I.R. In galv. pipe
WORKSHOP MOTOR	1	1	.007	7	.036	17	24	100	V.I.R. In galv. pipe
VENTILATING FANS	1	1	.007	7	.036	17	24	140	V.I.R. In galv. pipe
E.R. Crane Motor	1	1	.0045	7	.029	13.5	18.2	120	V.I.R. In galv. pipe
Purifying Pump	1	1	.01	7	.044	25.1	31	120	V.I.R. In galv. pipe
Oil Separator	2	1	.0225	7	.064	41	64	140	V.I.R. In galv. pipe
Oil Purifying Tank	1	1	.01	7	.044	25	31	120	V.I.R. In galv. pipe
Refrig. Machine	2	1	.01	7	.044	25	31	120	V.I.R. In galv. pipe

The Electrical Equipment is installed in accordance with the approved plans.

All Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

Wm. Sunderland Large & Co. Ltd.

Electrical Engineers.

Date 10-5-1938.

At Lamer.

COMPASSES.

Minimum distance between electric generators or motors and standard compass 72 feet

Minimum distance between electric generators or motors and steering compass 64 feet

The nearest cables to the compasses are as follows:—

A cable carrying .14 Amperes on the feet from standard compass 10 feet from steering compass.

A cable carrying .14 Amperes 10 feet from standard compass on the feet from steering compass.

A cable carrying Amperes 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 *every* course in the case of the standard

compass, and *nil* degrees on *every* course in the case of the steering compass.

WILLIAM DOXFORD & SONS, Limited.

A. Maxwell

Builder's Signature.

Date 12th May 1938

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

General Remarks (State quality of workmanship, opinions as to class, &c. *The electrical equipment of this vessel has been installed under special survey. The materials used and the workmanship are good. On completion the equipment was run under working conditions, the governors of the dynamo engines were operated, the main switchboard, section board, distribution boards, switches, fuses, cables, motors and fittings were examined and tested, the insulation resistance of all circuits was measured and the spare gear was verified. In my opinion this equipment can be considered suitable for a classed vessel.*

Direction finding equipment is fitted.

W.H.

L.H.

21/5/38

Total Capacity of Generators 40 Kilowatts.

The amount of Fee ... £ 25 : — : 8 MAY 1938

Travelling Expenses (if any) £ : : 21.5.1938

S. Anterson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 24 MAY 1938

Assigned

See Std. F.E. 32381



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