

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

27 JAN 1942

Received at London Office.....

Date of writing Report.....19..... When handed in at Local Office 24 JAN 1942 Port of HULL

No. in Survey held at Hull & Hesse Date, First Survey 19.9.41 Last Survey 10.12.1941
Reg. Book. (Number of Visits.....)

on the Se. Tug, **EMPIRE BIRCH.** Tons {Gross 229
Net Nil

Built at Hesse By whom built Hy Scarr Ltd Yard No. 418 When built 1941-12

Owners The Ministry of War Transport Port belonging to Hull

Electrical Installation fitted by The Humber Electrical Engineering Co Contract No. ✓ When fitted 1941-12

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

Have plans been submitted and approved Yes System of Distribution Parallel Constant Current Voltage of supply for Lighting 110
- 2 Wre -

Heating ✓ Power ✓ Direct or Alternating Current, Lighting D.C Power ✓ 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 ✓ 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, 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 ✓ 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, 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 ✓ and vertically ✓, what insulation

material is used for the panels Sundango, 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.....

D.P. Switches & fuses with bus bars arranged one pair for each.

dynamo

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

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

ammeters 2 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 & switches.

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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, 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 2 1/2 Volts, are the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets None over, 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 No, 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 bulkheads etc or in conduit.

Are all lead sheaths, armouring and conduits effectually bonded and earthed Yes. Refrigerated chambers, are the cables and fittings as per Rule No. 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 ✓ 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 No. Secondary Batteries, are they constructed and fitted as per Rule ✓, 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 No, 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 ✓, whether fixed or portable ✓, are their fittings as per Rule ✓. 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 ✓ 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 ✓. 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 Yes, are they suitably stored in dry situations Yes. 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.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN ...	2.	4.	110	36.5	500.	Steam Engine	✓	✓
EMERGENCY ...								
ROTARY TRANSFORMER								

GENERATOR CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return lead).	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 ...	4	One	7/064	36.5	46	26	V.I.R.	L.C + Arm.
" " EQUALISER ...								
EMERGENCY GENERATOR ...								
ROTARY TRANSFORMER: MOTOR ...								
" " GENERATOR ...								

MAIN DISTRIBUTION CABLES.

AUX. SWITCHBOARDS AND SECTION BOARDS ...								
DG	One	7/064	15	46	-	V.I.R.	Special braided cable	
Accommodation	"	7/029	10	15	160	"	in Conduit	
Navigation.	"	3/036	4	10	160	"	do	

Note Engine Room from main board.

LIGHTING AND HEATING, ETC., CABLES.

WIRELESS ...	One	7/036	15	24	160	V.I.R.	in Conduit
NAVIGATION LIGHTS ... (Sub circuits)	One	1/044	1 max	5	140	"	L.C + Conduit
LIGHTING AND HEATING (all sub circuits)	One	do	2 max	"	40	"	L.C

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.
Nil		

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.

W. S. Sturtevant

Electrical Engineers. Date.....

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 electro-magnetic apparatus within the vicinity of the compasses been noted.....

The maximum deviation due to electric currents was 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..... *no*..... If so, state name of vessel *1st Class*.....

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

This Electric installation has been fitted on board in accordance with the Rules, the approved plans, & the specifications. The materials & workmanship are good & when tried under working conditions & tested as prescribed in the Rules it was found satisfactory in every respect.

*Noted
 L.Y.
 10/2/42.*

Total Capacity of Generators..... *8*..... Kilowatts.

The amount of Fee	£ 8 : 0 :	When applied for,
<i>+ 25% for Spec</i>	<i>2</i> : 0 :	<i>28 JAN 1942</i>
Travelling Expenses (if any) £	: : :	When received.
	19.....

L. J. ...
 Surveyor to Lloyd's Register of Shipping.

FRI, 13 FEB 1942

Committee's Minute
 Assigned..... *See Inv. 2E 51472*

2m, 10.88.—Transfer. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

