

Rpt. 13.

No. 2662.

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

Date of writing Report 19.7.1937 When handed in at Local Office 20.7.1937 Port of BARROW

No. in Survey held at BARROW. Date, First Survey 2.11.36 Last Survey 15.7.1937  
 Reg. Book. (Number of Visits.....19)

on the T.S.S. "ORCADES" Tons { Gross 23456  
 Net 14000

Built at BARROW By whom built VICKERS ARMSTRONGS LTD Yard No. 712 When built 1937

Owners ORIENT STEAM NAVIGATION CO Port belonging to LONDON

Electric Light Installation fitted by VICKERS ARMSTRONGS LTD Contract No. 712 When fitted 1937

Is the Vessel fitted for carrying Petroleum in bulk No.

System of Distribution Double wire

Pressure of supply for Lighting 220 volts, Heating 220 volts, Power 220 volts.

Direct or Alternating Current, Lighting Direct Power 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 Yes, is an adjustable regulating resistance fitted in series with each shunt field Yes

approved Yes Have certificates of test results for machines under 100 kw. been submitted and approved Yes

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 Turbo-generator Room "G" Deck (Adjacent to Engine Room Hatch), 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

Earthing, 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 Turbo-generator Room G Deck (Switchboard in 3 Sections 1. Port 1 Centre 1 Starboard)

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 Yes

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

is the non-hygroscopic insulating material of an approved type  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 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

EACH DYNAMO:- S.P. with interlocked equalizers with hand operated and S.P. Elec. operated Negative C.B. with O/L, R/C + N/V trips

OUTGOING CIRCUITS:- D.P. C.B.s with O/L trips + D.P. switches + D.P. fuses.

Are turbine driven generators fitted with emergency trip switch as per rule Yes Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material Yes

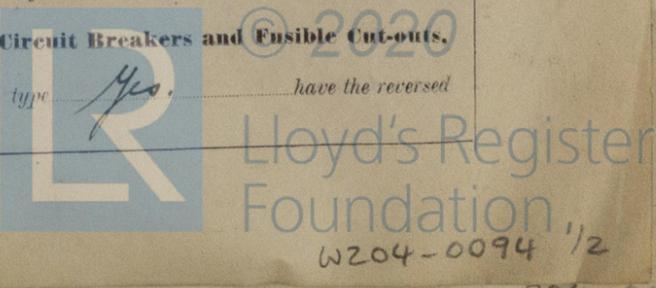
Instruments on main switchboard Port - 9  
Centre - 3 ammeters 3  
Starboard - 10

rollmeters  synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection Yes

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

Earth lamps (one set on Port Board + one set on Starboard Board.) Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules Yes

are the fusible cutouts of an approved type Yes have the reversed



current protection devices been tested under working conditions 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, twin & multicore are the cables insulated and protected as per Tables IV, V, X or XI of the Rules Yes

If the cables are insulated otherwise than as per Rule, are they of an approved type Yes

any point of the installation under maximum load 6 volts

**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 ✓

**Cable Runs**, are the cables fixed 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 in machinery spaces, galleys, lavatories, bathrooms and lavatories lead covered or run in conduit Yes

**Support and Protection of Cables**, state how the cables are supported and protected Machinery spaces: - L.C. clipped to solid plating. Main: - R.L.B. Armoured clipped to Kay. Decks: - L.C. or R.L. clipped to wood grounds. Acc: - V.R. in wood casing or conduit.

If cables are run in wood casings, are the casings and caps secured by screws Yes, are the cap screws of brass Yes, 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 Yes

**Joints in Cables**, state if any, and how made, insulated, and protected none 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 Brass or fibre

**Earthing Connections**, state what earthing connections are fitted and their respective sectional areas ✓

are their connections made as per Rule ✓

**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 Diesel driven D.P. C.B. to Emergency Lw. B. D.P. C/o switch connects to either main or Emergency supply but not both.

**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 ✓

**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 In main rooms & Baggage Rooms - Bulkhead type fittings heavily guarded

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 Yes, are air heaters constructed and fitted as per Rule Yes

**Searchlight Lamps**, No. of 1, whether fixed or portable Fixed on rail running in special cap. are their fittings as per Rule Yes

**Arc Lamps**, other than searchlight lamps, No. of ✓, are their live parts insulated from the frame or case ✓, 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 or vertical, 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 ✓

if not of this type, state distance of the combustible material horizontally or vertically above the motors ✓ and ✓

have machines of over 100 BHP been inspected by the Surveyors during manufacture and testing Yes

**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 Yes

**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 type approved by the Home Office ✓

**Spare Gear**, if the vessel is for open sea service have spares been supplied as per Rule Yes

PARTICULARS OF GENERATING PLANT.

DESCRIPTION OF GENERATOR.	No. of	RATED AT			DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Amps.		Fuel Used.	Flash Point of Fuel.
MAIN	3	550	220	2500	500	Steam turbine	
AUXILIARY							
EMERGENCY	1	90	220	410	500	6 Cyl Diesel	
ROTARY TRANSFORMER							

GENERATOR, LIGHTING AND HEATING CONDUCTORS.

DESCRIPTION.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT AMPERES.		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 GENERATOR									
EQUALISER CONNECTIONS									
AUXILIARY GENERATOR									
EMERGENCY GENERATOR									
ROTARY TRANSFORMER									
ENGINE ROOM									
BOILER ROOM									
AUXILIARY SWITCHBOARDS									
ACCOMMODATION									
WIRELESS									
SEARCHLIGHT									
MASTHEAD LIGHT									
SIDE LIGHTS									
COMPASS LIGHTS									
POOP LIGHTS									
CARGO LIGHTS									
ARC LAMPS									
HEATERS									

See AS FITTED - Books of Diagrams

MOTOR CONDUCTORS.

DESCRIPTION.	No. of Motors.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT AMPERES.		Approximate Length. (Lead and Return.) Feet.	Insulated with	HOW PROTECTED.
		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										
WORKSHOP MOTOR										
VENTILATING FANS										

See AS FITTED - Books of Diagrams

All Conductors are of annealed copper conforming to British Standard Specification No. 7 (or International Electro-technical Commission Publication No. 28).

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

The foregoing is a correct description.

*I. Seonick* Electrical Engineers.

Date *16<sup>th</sup> July 1937*.

COMPASSES.

Distance between electric generators or motors and standard compass *40 ft approx (Boat Hoist 49 Amps)*

Distance between electric generators or motors and steering compass *35 ft approx (do do)*

The nearest cables to the compasses are as follows:—

A cable carrying *2* Ampères *15* feet from standard compass *10* feet from steering compass.

A cable carrying *.1* Ampères *in* feet from standard compass *10* feet from steering compass.

A cable carrying *.1* Ampères *10* feet from standard compass *in* 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 *✓* course in the case of the standard compass, and *✓* degrees on *✓* course in the case of the steering compass.

For VICKERS ARMSTRONGS LIMITED.

*I. Seonick*

Builder's Signature.

Date *16<sup>th</sup> July 1937*.

Is this installation a duplicate of a previous case *No* If so, state name of vessel *T.S.S. "ORION"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*The installation has been fitted on board under Special Survey + in accordance with the approved plans. The materials + workmanship have been found to be good + sound, and the installation found satisfactory under working conditions + eligible for classification.*

*Ymm*  
*22.7.37*

Total Capacity of Generators *1740* Kilowatts.

The amount of Fee ... *£ 88 : 10 : 0* When applied for, *20.7.1937*  
*London 2% (1/5) 17-14 0*  
*London 3% 55 8 0*  
*Travelling Expenses (if any) £ 6 : 12 : 0* When received, *27.8.37*  
*Don. 8. 11. 4*

*J. Curran + J. A. C. Blythe*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. 27 JUL 1937*

Assigned *See other F.E. report*

The Surveyors are requested not to write on or below the space for Committee's Minute.

