

No. 32948

Rpt. 13.

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

AUG 27 1940

Received at London Office

Date of writing Report 22nd June, 1940, When handed in at Local Office 26 AUG 1940 Port of SUNDERLAND

No. in Survey held at SUNDERLAND Date, First Survey 5th June, Last Survey 17th August, 1940

Reg. Book.

88875 on the STAMMORE

Tons

Gross 4975-4970
Net 2860-2881

Built at SUNDERLAND By whom built N. Pickersgill & Sons Ltd. Yard No. 243 When built 1940

Owners Stanhope S.S. Co. Ltd. Port belonging to LONDON.

Electrical Installation fitted by Campbell & Isherwood Ltd. Contract No. 223 When fitted 1940

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

Have plans been submitted and approved Yes System of Distribution Two wire Voltage of supply for Lighting 110

Heating - Power 110 Direct or Alternating Current, Lighting Direct Power Direct 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 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

Positive 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 Aft bulkhead engine room starboard

side

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 Ebony Sindanyo, 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 Double pole

quick break Knife switches and double pole fuses

and for each outgoing circuit Double pole quick break Knife switches & double pole fuses

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

ammeters Two 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 coupled to earth via switches & fuses.

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 If circuit breakers are provided for the generators, at what overload current did they open when tested - are the reversed current

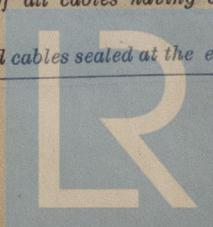
protection devices connected on the pole opposite to the equaliser connection - have they been tested under working conditions, and at what current

did they operate - 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 Yes

state maximum fall of pressure between bus bars and any point under maximum load Less than 5.0, 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 ends Yes



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W262-0101(112)
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GENERATOR CABLES.								
DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (feet plus return feet).	INSULATED WIRE.	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	15	1	19/0B3	136	191	40	V.C.	L.C.B.
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
GENERATOR								

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.

CAMPBELL & ISHERWOOD, LTD.

Yan Mear

Electrical Engineers.

Date *24th Aug 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 *.12* Ampères ^{inside} ~~feet from~~ standard compass feet from steering compass.

A cable carrying *.12* Ampères ^{inside} ~~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 *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.

FOR WM. PICKERSON & SONS, LTD.

F. White

Builder's Signature.

Date *26th August 1940*

Commercial Manager.

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

Plans. Are approved plans forwarded herewith *No* If not, state date of approval *27-5-40*

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith *Yes*

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.) *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 governing, regulation and compounding of the generating sets were tested, the insulation resistances of all circuits was measured and the spare gear was examined. This equipment is in our opinion suitable for a closed vessel.

Noted

L.H.

29/8/40.

Total Capacity of Generators *80* Kilowatts.

The amount of Fee ... *£ 22 : 10* : *22 Aug 1940*

Travelling Expenses (if any) £ : : *23rd Sept 1940*

FRI 30 AUG 1940

Committee's Minute

Assigned

See Sld JE 52948

W.B. Bowen

Surveyor to Lloyd's Register of Shipping.

J. Santisteban

5m. 4.30.—Transfer. (MADE AND PRINTED IN ENGLAND.)
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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