

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

5- OCT 1942

Received at London Office

Date of writing Report 18th Sept 42 When handed in at Local Office 1 OCT 1942 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 9th July Last Survey 22nd Sept 1942 Reg. Book. Number of Visits 2

73091 on the S.S. "EMPIRE BANNER" Tons Gross 4699 Net 4833

Built at Sunderland By whom built Bartram Hons, Ltd Yard No. 292 When built 1942

Owners Ministry of War Transport Port belonging to Sunderland

Electrical Installation fitted by Bartram Hons, Ltd. Contract No. 292 When fitted 1942

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

Have plans been submitted and approved No System of Distribution Two wire insulated Voltage of supply for Lighting 110

Heating Power 110 Direct or Alternating Current, Lighting No Power No 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 No Are turbine emergency governors fitted with a

trip switch as per Rule No Generators, are they compound wound No, are they level compounded under working conditions No

if not compound wound state distance between generators and from switchboard No Where more than one generator is fitted are they

arranged to run in parallel No, are shunt field regulators provided No 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 No Have certificates of

test for machines under 100 kw. been supplied No and the results found as per rule No Are the lubricating arrangements and the construction

of the generators as per rule No Position of Generators Engine room starboard side aft

is the ventilation in way of generators satisfactory No are they clear of inflammable material No, if situated

near unprotected combustible material state distance from same horizontally and vertically No, are the generators protected from mechanical

injury and damage from water, steam and oil No, are the bedplates and frames earthed No and the prime movers and generators in metallic

contact No Switchboards, where are main switchboards placed Engine room starboard side on

aft bulkhead

are they in accessible positions, free from inflammable gases and acid fumes No, are they protected from mechanical injury and damage from water, steam

and oil No, if situated near unprotected combustible material state distance from same horizontally and vertically No, what insulation

material is used for the panels "Economy Linoleum" if of synthetic insulating material is it an Approved Type No, if of

semi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule No Is the frame effectually earthed No

Is the construction as per Rule No, including accessibility of parts No, absence of fuses on the back of the board No, individual fuses

to pilot and earth lamps, voltmeters, etc. No locking of screws and nuts No, labelling of apparatus and fuses No, fuses on the "dead"

side of switches No Description of Main Switchgear for each generator and arrangement of equaliser switches Single pole

Knife switch and double pole fuses.

and for each outgoing circuit Single pole double throw knife switch and

double pole fuses.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule No Instruments on main switchboard Two

ammeters Two voltmeters No synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection No Earth Testing, state means provided E lamps coupled to E through ear. fuses

Switches, Circuit Breakers and Fuses, are they as per Rule No, are the fuses an approved type No, are all fuses labelled as

per Rule No If circuit breakers are provided for the generators, at what overload current did they open when tested No, are the reversed current

protection devices connected on the pole opposite to the equaliser connection No, have they been tested under working conditions, and at what current

did they operate No Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule No

Cables, are they insulated and protected as per the appropriate Tables of the Rules No, if otherwise than as per Rule are they of an approved type No

state maximum fall of pressure between bus bars and any point under maximum load 4.44, are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets No Are paper insulated and varnished cambric insulated cables sealed at the ends No

PARTICULARS OF GENERATING PLANT.

GENERATOR CABLES.

MAIN DISTRIBUTION CABLES.

LIGHTING AND HEATING, ETC., CABLES.

Note: All 3/029 V.I.B. cables used in Engine and Boiler Rooms and in Crew accommodation Aft is W.E. pattern

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.						
<i>Expig. type.</i>	<i>1</i>	<i>2</i>	<i>1</i>	<i>7/0.004</i>	<i>18</i>	<i>31</i>	<i>✓ 460</i>	<i>V.I.R.</i>
								<i>L.C. + in condit</i>

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.

FOR AND ON BEHALF OF
BARTRAM and SONS LTD

Electrical Engineers.

Sept. 23rd, 1942.
Date

(CEDIL McFETRICH)
DIRECTOR

COMPASSES.

Minimum distance between electric generators or motors and standard compass 108 feet

Minimum distance between electric generators or motors and steering compass 102 feet

The nearest cables to the compasses are as follows:—

A cable carrying .14 Ampères on the feet from standard compass 7 feet from steering compass.

A cable carrying .14 Ampères 7 feet from standard compass on the 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 2 1/2 degrees on Every course in the case of the standard compass, and 2 1/2 degrees on Every course in the case of the steering compass.

FOR AND ON BEHALF OF
BARTRAM and SONS LTD

Builder's Signature.

Date 23rd Sept, 1942.

Is this installation a duplicate of a previous case Yes (CEDIL McFETRICH) D.H.F. (38) state name of vessel "Empire Ballad"

Plans. Are approved plans forwarded herewith Yes If not, state date of approval 3/1/42 & 13/1/42

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 in accordance with the approved plans and with
the specification. The materials used are of good quality
and the workmanship is good. On completion the
equipment was run under working conditions with
satisfactory results and the insulation resistance of all
circuits was measured and found good. This
equipment is in my opinion suitable for a closed
vessel.

Noted

L.F.

7/10/42

Total Capacity of Generators 30 Kilowatts.

The amount of Fee ... £ 28 : 2/6 : 28 Sep 1942
(incl. spec'n.)

Travelling Expenses (if any) £ : : When received. 19

Saninson

Surveyor to Lloyd's Register of Shipping.

TUE. 13 OCT 1942

Committee's Minute

Assigned See Sld. J.E. 33499



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Foundation