

Rpt. 13.

No. 50402

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

DEC 12 1939

11 DEC 1939

Received at London Office

Date of writing Report... 20-11-39 When handed in at Local Office... 19... Port of... **HULL**

No. in Survey held at... **Hull** Date, First Survey... 3. 11. 39. Last Survey... 11. 11. 39. (Number of Visits... 3...)

on the **Steam Trawler LADY LILIAN** Tons { Gross... 581 Net... 214

Built at **Beverley** By whom built **Cook, McElroy & Gummell** Yard No. **650** When built **1939-11**

Owners **Tuttlance Amalgamated Trawlers Ltd** Port belonging to **Hull**

Electrical Installation fitted by **Humber Shipwrights Ltd** Contract No. ... When fitted **1939-11**

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

Have plans been submitted and approved... **No** System of Distribution **Parallel - Contactor System** Voltage of supply for Lighting **110**

Heating **110** Power **No** Direct or Alternating Current, Lighting **Direct** 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... **Yes** 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, 4' 6" x 6' 2"**

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 Generator**

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... **Slate**, 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... **Yes** 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. linked switches & fuses. Separate bus bars to each dynamo.

and for each outgoing circuit... **D.P. linked change over switches & 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... **Yes** Earth Testing, state means provided... **Crank lamps & change over switches**

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Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type See below 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 Volts; are the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets See below 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 Yes, 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 studs or wood work.

Are all lead sheaths, armouring and conduits effectually bonded and earthed Yes. Refrigerated chambers, are the cables and fittings as per Rule ✓. 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 None and method of control ✓.

Navigation Lamps, are they separately wired Yes controlled by separate 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 Yes. Secondary Batteries, are they constructed and fitted as per Rule None, 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 None, 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 Yes, are the frames effectually earthed Yes, are heaters in the accommodation of the convection type Yes. Motors, are all motors constructed and installed as per Rule None 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 ✓, are they suitably stored in dry situations ✓. 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	6	110	54.5	650	Steam Engine	✓	✓
EMERGENCY								
ROTARY TRANSFORMER								

GENERATOR CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (feet plus return feet).	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	6	One	19.064	54.5	64	20	V.I.R.	Conduit.
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR								

MAIN DISTRIBUTION CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.	MAXIMUM CURRENT IN AMPERES.	APPROX. LENGTH (feet plus return feet).	INSULATED WITH.	HOW PROTECTED.
Navigation	One	7.036	4	24	170	V.I.R. L.C. & Arm.
Engine room	One	7.036	5	24	4	" "
Wheel house	One	7.064	25	46	170	" "
Accommodation	One	7.036	4	24	300	" "
Fore castle	One	7.036	5	24	300	" "
Fish Room	One	7.036	5	24	300	" "

LIGHTING AND HEATING, ETC., CABLES.

DESCRIPTION.	KILOWATTS.	CONDUCTORS.	MAXIMUM CURRENT IN AMPERES.	APPROX. LENGTH (feet plus return feet).	INSULATED WITH.	HOW PROTECTED.
WIRELESS	One	7.036	8	24	180	V.I.R. L.C. & Arm.
NAVIGATION LIGHTS (each)	One	1.044	4	6.1	max 260	" "
LIGHTING AND HEATING	One	3.029	1.5	7.8	max 40	H.R.
Engine & Boiler Space	One	1.044	1	6.1	max 100	V.I.R. L.C. & Arm.
Cargo Lights	One	3.029	2	7.8	70	H.R.
Navigation side lights	One	3.029	4	7.8	24	" "
Heater	One	7.044	10	31	48	V.I.R. L.C. & Arm.

MOTOR CABLES.

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.
None		

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.

THE NUMBER OF THE ...
 ST. AND ...

Fred Green
 Manager Secretary Electrical Engineers.

Date *Nov 24 1939*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *80 feet.*

Minimum distance between electric generators or motors and steering compass *70 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying *4* Ampères *12* feet from standard compass *2* feet from steering compass.
 A cable carrying *4* Ampères *12* feet from standard compass *2* feet from steering compass.
 A cable carrying *✓* Ampères *12* feet from standard compass *2* 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 *any* course in the case of the standard compass, and *Nil* degrees on *any* course in the case of the steering compass.

WELTON & GEMMELL LTD
 Manager Builder's Signature. Date *Nov 28 1939*

Is this installation a duplicate of a previous case *No*. If so, state name of vessel *Duplicate of vessel Madeline which follows:—*

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 & under Special Survey. The workmanship & materials are good & when tested as prescribed by the Rules it was found satisfactory in every respect. With the exception of the fuses on the sub distribution boards which are not of an approved type. Owing to supply difficulties the Contractor have not been able to replace these before the vessel sailed, but will do so as soon as supplies become available & probably on the vessel's return in about 3 weeks.

W. H. L. J.
15/12/39.

Total Capacity of Generators *12* Kilowatts.

The amount of Fee ... £ *5 : 0* : *0* When applied for *11 DEC 1939*

Travelling Expenses (if any) £ : : When received *11/11/40*

Dyke & Co
 Surveyor to Lloyd's Register of Shipping.

WED 20 DEC 1939

Committee's Minute

Assigned *See Sub F.E 50402*

2m.10.38.—TRANSFER. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

