

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 23 JAN 1937

Date of writing Report 18 When handed in at Local Office 22 JAN 1937 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle. Date, First Survey Nov. 20 Last Survey 11/1/ 1937  
Reg. Book. Supp. (Number of Visits.....2)

88572 on the M.V. "HYLTON"

Tons { Gross 5197  
Net 3040

Built at Sunderland. By whom built W. Pickering & Sons Ltd. Yard No. 232 When built 1937

Owners Hebburn S.S. Co Ltd Port belonging to Newcastle

Electric Light Installation fitted by Messrs Campbell Johnwood & Co Ltd Contract No. 232. When fitted 1937.

Is the Vessel fitted for carrying Petroleum in bulk No.

System of Distribution Double wire

Pressure of supply for Lighting 110 volts, Heating — volts, Power 110 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 No, is an adjustable regulating resistance fitted in series with each shunt field No

Have certificates of test results for machines under 100 kw. been submitted and approved Yes Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing —

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 Are the lubricating arrangements of the generators as per Rule Yes.

Position of Generators Engine room, 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 Engine room starboard side.

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 Yes, is the non-hygroscopic insulating material of an approved type Yes, 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

Main DPS + DP fuses for dynamos. SP COS + DP fuses on each outgoing circuit

Are turbine driven generators fitted with emergency trip switch as per rule — Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material — Instruments on main switchboard 2 ammeters 2

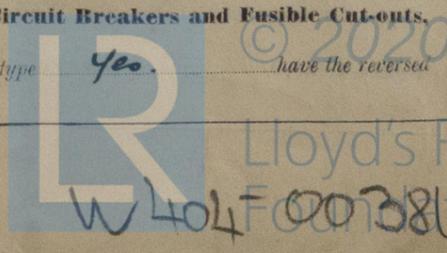
voltmeters — synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

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

E lamps coupled to E through switches & fuses

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. **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 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 3.0 bells **Fall of Pressure,** state maximum between bus bars and any point of the installation under maximum load Yes. **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 Yes. or waterproof insulating tape Yes. **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 latrines lead covered or run in conduit Run in heavy gauge conduit

**Support and Protection of Cables,** state how the cables are supported and protected In holds + engine room taped + braided cables in heavy gauge conduit. LC cables in acc<sup>h</sup> to crew space

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 hand 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 lead

**Earthing Connections,** state what earthing connections are fitted and their respective sectional areas Yes. are their connections made as per Rule Yes.

**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 Yes.

**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 Yes.

**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 Yes.

are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected Yes. how are the cables led Yes.

where are the controlling switches situated Yes.

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** Yes. whether fixed or portable Yes. are their fittings as per Rule Yes.

**Are Lamps,** other than searchlight lamps, No. of Yes. are their live parts insulated from the frame or case Yes. are their fittings as per Rule Yes.

**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. 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 Yes. if not of this type, state distance of the combustible material horizontally or vertically above the motors Yes.

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 Yes. are all fuses of the fitted cartridge type Yes. are they of an approved type Yes.

If portable lamps for use in dangerous spaces are supplied, are they of a self-contained, battery-fed type approved by the Home Office Yes.

**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.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN	1	12.5	110	114	375	Steam Engine		
AUXILIARY	1	7.5	110	68	1200	Diesel Engine		
EMERGENCY								
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	1	.1	19	.083	114	118	28	Y.I.R.	LC + B
EQUALISER CONNECTIONS									
AUXILIARY GENERATOR	1	.06	19	.064	68	83	20	50	50
EMERGENCY GENERATOR									
ROTARY TRANSFORMER									
MOTOR GENERATOR									
ENGINE ROOM	1	.007	7	.036	21	24	10	50	in heavy gauge conduit
BOILER ROOM									
AUXILIARY SWITCHBOARDS									
ACCOMMODATION	1	.0335	7	.064	30.5	46	120	50	50
bridge	1	.0225	7	.064	31.3	46	25	50	50
aft	1	.007	7	.036	7.7	24	200	50	50
navigation									
WIRELESS	1	.01	7	.044	15	31	200	50	50
SEARCHLIGHT									
MASTHEAD LIGHT	1	.002	3	.029	.4	7.8	250	50	50
SIDE LIGHTS	1	.002	3	.029	.4	7.8	50	50	L.C
COMPASS LIGHTS	1	.002	3	.029	.25	7.8	10	50	50
DECK LIGHTS	1	.002	3	.029	.4	7.8	600	50	in conduit
CARGO LIGHTS	1	.007	40	.0076	2.75	5.0	120	50	Cob Type.
ARC LAMPS									
HEATERS									

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	1	1	.01	7	.044	21	31	60	Y.I.R.	in heavy gauge conduit
VENTILATING FANS										
Refryng motor	1	1	.01	7	.044	21	31	150	50	50
Shaples	2	1	.01	7	.044	10	31	120	50	50

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.

DAMPBELL & ISHERWOOD, LTD.  
*McKee*

Electrical Engineers.

Date 14th Jan 1937

COMPASSES.

Distance between electric generators or motors and standard compass

80 feet

Distance between electric generators or motors and steering compass

74 feet

The nearest cables to the compasses are as follows:—

A cable carrying - 25 Ampères on the feet from standard compass 6 feet from steering compass.

A cable carrying - 25 Ampères 6 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 nil degrees on all course in the case of the standard compass, and nil degrees on all course in the case of the steering compass.

FOR WM. PICKERSGILL & SONS LIMITED.

*Wm. Pickersgill*

Builder's Signature.

Date 15th Jan, 1937.

Chairman & Managing Director.

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

General Remarks (State quality of workmanship, opinions as to class, &c. The above inst<sup>n</sup> has been fitted out under special survey. The workmanship & materials used are good. The insulation resistance satisfactory. The dynamos governors, main boards, fuses, cables & fittings were test<sup>d</sup> under working conditions & found satisfactory. The vessel is eligible in my opinion for notation DF. ESP.

Noted

Jan

28.1.37

Total Capacity of Generators 20 Kilowatts.

The amount of Fee ... £ 17: 10: When applied for, 18.1.1937

Travelling Expenses (if any) £ : : When received, 5.4.1937

*W.T. Baguel*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 29 JAN 1937

Assigned

*See Old No 32009*

790,36.—Transfer.  
The Surveyors are requested not to write on or below the space for Committee's Minute.



© 2020

Lloyd's Register Foundation