

6 - AUG 1947

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

of writing Report 3rd July 1947 When handed in at Local Office 11 July 1947 Port of Baltimore, Maryland
 in Survey held at Baltimore, Maryland Date, First Survey March 26th, Last Survey April 22nd 19 47
 Book. (Number of Visits 4)
465 on the S.S. "NIKOBAR" (ex "Rushville Victory") Tons { Gross 7604
 Net 4549
 at Baltimore, Maryland By whom built Bethlehem Fairfield S.Y. Inc. Yard No. When built 1945
 ers A/S Det Ostasiatiske Kompagni Port belonging to Copenhagen
 tric Light Installation fitted by Bethlehem Fairfield Shipyard, Inc. Contract No. - When fitted 1945
 e Vessel fitted for carrying Petroleum in bulk

em of Distribution Three Wire Direct Current
 sure of supply for Lighting 120 volts, Heating - volts, Power 240 volts,
 ct or Alternating Current, Lighting Direct Power Direct
 ternating current system, state frequency of periods per second -
 he Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off Yes
 erators, do they comply with the requirements regarding temperature rise Wdgs-40°C-Comm-55°C, are they compound wound Yes
 hey over compounded 5 per cent. No, if not compound wound state distance between each generator -
 re more than one generator is fitted are they arranged to run in parallel Yes, is an adjustable regulating resistance fitted in
 with each shunt field Yes Have certificates of test results for machines under 100 kw. been submitted and
 ved - Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing by A.B. Surveyors
 ll terminals accessible, clearly marked, and furnished with sockets Yes, are they so spaced or shielded that they cannot be accidentally earthed,
 circuited, or touched Fitted Std. Terminal Boxes Are the lubricating arrangements of the generators as per Rule Yes
 on of Generators In engine room first grating level starboard side, is the ventilation
 of the generators satisfactory Yes, are they clear of all inflammable material Yes, if situated near unprotected
 or other combustible material, state distance of same horizontally from or vertically above the generators - and -,
 generators protected from mechanical injury and damage from water, steam or oil Yes, are their axes of rotation fore and aft Yes,
 ing, are the bedplates and frames of the generating plant efficiently earthed Yes, are the prime movers and their respective generators
 allic contact Yes Main Switch Boards, where placed In engine room first grating level, starboard side.
 If the generators and main switchboard are not placed in the same compartment, is each generator provided with
 on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard -
 boards, are they placed in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical
 and damage from water, steam or oil Yes, if situated near unprotected woodwork or other combustible material, state distance of same
 ally from or vertically above the switchboards - and -, are they constructed wholly of durable, non-ignitable non-absorbent
 als Ebony Asbestos, is all insulation of high dielectric strength and of permanently high insulation resistance Yes,
 an approved type Yes, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other
 groscopic insulating material, and the slab similarly insulated from its framework -, is the non-hygroscopic insulating material of an approved
 Yes, and is the frame effectively earthed Yes Are the fittings as per Rule regarding:—spacing or shielding of live parts
 Standards, accessibility of all parts Yes, absence of fuses on back of board Yes, temperature rise of
 s bars Yes, individual fuses to voltmeter, pilot or earth lamp on same fuse, are moving parts of switches alive in the
 position No, are all screws and nuts securing connections effectively locked Yes, are any fuses fitted on the live side of
 No Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches
 amps. 3 pole circuit breaker for generators Thermal breakers for branches
 ine driven generators fitted with emergency trip switch as per rule Yes Are cupboards or compartments containing switchboards composed of
 sting material or lined with approved material Yes Instruments on main switchboard 4 ammeters 2 volt-
 synchronizing device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equalizer connection
 Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system
 lamps and switches, also ground ammeter. Switches, Circuit Breakers and Fusible Cut-outs,
 comply with the requirements of the Rules to AIEE Standards to AIEE Standards are the fusible cutouts of an approved type have the reversed

Enk
28/8/47

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.

Electrical Engineers.

Date

COMPASSES.

Distance between electric generators or motors and standard compass 60

Distance between electric generators or motors and steering compass 50

The nearest cables to the compasses are as follows:—

A cable carrying 12 Ampères 75 feet from standard compass 5 feet from steering compass.

A cable carrying — Ampères — 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 —

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted —

The maximum deviation due to electric currents was found to be — degrees on — course in the case of the standard compass, and — degrees on — course in the case of the steering compass.

Builder's Signature.

Date

Is this installation a duplicate of a previous case — If so, state name of vessel —

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

The electrical installation to the standard of American Bureau of Shipping has been in operation since 1945. The plans available have been examined and found to be in accordance with A.B.S. Marine Standard and generally in accordance with the Rules. The materials and workmanship are good and the installation has been examined under full working conditions, tested as per Rule, and found satisfactory and in my opinion is eligible to have the Society's Classification without special notation.

Total Capacity of Generators 615 Kilowatts.

The amount of Fee ... \$250.00

Traveling Expenses (if any) \$3.50

When applied for,
11 July 1947
When received,
19

Wm. C. Lee
Surveyor to Lloyd's Register of Shipping.

NEW YORK JUL 16 1947

Committee's Minute

Assigned Elec. light