

REPORT ON ELECTRICAL EQUIPMENT.

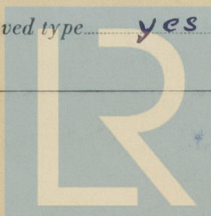
(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

31 AUG 1944

Date of writing Report 10 JULY 1944 When handed in at Local Office 19 JULY 1944 Port of MOBILE, ALABAMA
 No. in Survey held at MOBILE, ALABAMA Date, First Survey 4 APRIL 1944 Last Survey 19 MAY 1944
 Reg. Book. (Number of Visits 3)
23087 on the T.S.S. "EL LIBERTADOR" Tons { Gross 1713
 Net 750
 Built at DANZIG By whom built DANZIGER WERFT Yard No. 8.59 When built 1929
 Owners KONINKL. NEDERL. STOOMB. MAATS. NV Port belonging to AMSTERDAM
 Electric Light Installation fitted by — Contract No. — When fitted 1929
 Is the Vessel fitted for carrying Petroleum in bulk no

System of Distribution From Main-switchboard to Panels throughout ship
 Pressure of supply for Lighting 115 volts, Heating — volts, Power — volts.
 Direct or Alternating Current, Lighting Direct Power —
 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 —
 Generators, do they comply with the requirements regarding temperature rise —, are they compound wound yes
 are they over compounded 5 per cent. —, 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 yes Have certificates of test results for machines under 100 kw. been submitted and approved — 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 —
 Position of Generators Fore and aft direction, side by side, Starboard side of Eng-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 none 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 Starboard, forward corner of Eng-room
 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 none 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 —, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework —, 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 none, temperature rise of omnibus bars —, individual fuses to voltmeter, pilot or earth lamp none, 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 yes Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches 2 pole quick break knife switches
 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 none Instruments on main switchboard 2 ammeters 2 voltmeters no 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 Earth lamps Switches, Circuit Breakers and Fusible Cut-outs, do they comply with the requirements of the Rules yes are the fusible cutouts of an approved type yes have the reversed



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Spare Gear, if the vessel is for open sea service have spares been supplied as per Rule Stated to be in excess of Rule requirements

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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 19.000 m.m.

Distance between electric generators or motors and steering compass 20.000 m.m.

The nearest cables to the compasses are as follows:—

A cable carrying — Ampères — feet from standard compass — 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 No — If so, state name of vessel —

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

All materials and workmanship, as far as seen, appear to be very good throughout and the entire electrical installation in very well kept up condition.

Attached is a copy of the Builders Specification dealing with the installation.

The electrical installation has been completely examined, overhauled and megger tested during March and April 1944 at this Port. It is now in good working condition and eligible in my opinion to be classed.

Total Capacity of Generators 48 Kilowatts.

The amount of Fee ... \$ 90.00

Travelling Expenses (if any) £

When applied for,

19

When received,

19

J. Hyslop
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK AUG 9 1944

Assigned

See attached Report.

(The Surveyors are requested not to write on or below the space for Committee's Minute)



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