

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

JAN 16 1941.

Date of writing Report 14th December 40. When handed in at Lloyd's Office 21.12.40 Port of Glasgow.
 No. in Survey held at Port Glasgow & Glasgow. Date, First Survey 29.7.40 Last Survey 18th Dec. 1940.
 Reg. Book. 89809 on the S.S. "REMBRANDT" Tons { Gross 5559
 Net 3306
 Built at Port Glasgow By whom built Lithgows. Ltd. Yard No. 937 When built 1940.
 Owners Bolton Steam Shipping Co. Port belonging to LONDON.
 Electrical Installation fitted by W. Muir Goodfellow & Co. Ltd. Contract No. 937 When fitted 1940
 Is vessel fitted for carrying Petroleum in bulk - Is vessel equipped with D.F. Yes E.S.D. Yes Gy.C. - Sub.Sig. -

Have plans been submitted and approved Yes System of Distribution Two wires Voltage of supply for Lighting 110

Heating - Power 110. Direct or Alternating Current, Lighting D.C. Power D.C. 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 - 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 Yes, are shunt field regulators provided Yes Is the compound winding connected to the negative or positive pole

positive 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 In engine room

Yes, 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 Near generators

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 Insidant, 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 - 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

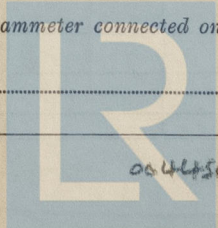
D.P. Switch and fuses

and for each outgoing circuit D.P. G.O. Switch and 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 - Earth Testing, state means provided Earth lamps.



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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.

W. & A. Goodfellow & Co. Ltd.
J. H. Paterson

Electrical Engineers.

Date 18 Dec 1940

COMPASSES.

Minimum distance between electric generators or motors and standard compass 40 ft

Minimum distance between electric generators or motors and steering compass 36 ft

The nearest cables to the compasses are as follows:—

A cable carrying 18 Ampères 12 in. feet from standard compass 6 in. feet from steering compass.

A cable carrying 3.5 Ampères 8 feet from standard compass 6 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 any course in the case of the

standard compass, and nil degrees on any course in the case of the steering compass.

LITHCOWS LIMITED
John A. P. Secretary

Builder's Signature.

Date 19-12-40

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

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 fitted on board under special
Survey tests under full working conditions and found satisfactory.
The material and workmanship are good.

Noted
20/1/41

Fob

21/12/40

Total Capacity of Generators 20 Kilowatts.

The amount of Fee £ 17 : 10 : When applied for, 19

Travelling Expenses (if any) £ 3/- : When received, 19

L. G. Findlay & R. P. Storie
Surveyor to Lloyd's Register of Shipping.

GLASGOW 14 JAN 1941

Committee's Minute

Assigned SEE ACCOMPANYING MACHINERY REPORT.



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