

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

2-APR 1949

Received at London Office

Date of writing Report Jan. 11, 1949 When handed in at Local Office Jan. 11 1949 Port of New York, N.Y.

No. in Survey held at Brooklyn, N.Y. Date, First Survey Sept. 27/48 Last Survey Jan. 7 1949
Reg. Book. (No. of Visits 14)on the T.S.M.V. "LINDA" ex L.S.T. 200 Tons { Gross...
Built at Seneca, Ill. By whom built Chicago Bridge & Iron Works Yard No. When built 1943Owners Shell Caribbean Petroleum Co. Port belonging to Maracaibo
Conversion Todd Shipyard Corp. (Brooklyn Division) When fitted 1949
Installation fitted by

Is vessel equipped for carrying Petroleum in bulk Yes Is vessel equipped with D.F. E.S.D. Gy.C. Yes Sub.Sig. Radar

Plans, have they been submitted and approved Yes System of Distribution Two-Wire Voltage of Lighting 115

Heating - Power 230 D.C. or A.C., Lighting D.C. Power D.C. If A.C. state frequency -

Prime Movers, has the governing been found as per Rule when full load is thrown on and off Yes Are turbine emergency governors fitted

with a trip switch - Generators, are they ~~compound~~ shunt wound Yes, and level compounded under working conditions -

if not compound wound state distance between generators 10' and from switchboard 15' Are the generators arranged to run

in parallel Yes, are shunt field regulators provided Yes Is the compound winding connected to the negative or positive pole U.S. Navy Standards 60°C Rise

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 - and the results found as per Rule -

Position of Generators in Generator Room 3rd Dk Level

is the ventilation in way of generators satisfactory Yes are they clear of inflammable material and protected from mechanical injury and

damage from water, steam and oil Yes Switchboards, where are main switchboards placed Aft of Generators

in Generator Room

are they in accessible positions, free from inflammable gases and acid fumes and protected from mechanical injury and damage from water,

steam and oil Yes, what insulation is used for the panels Ebony Asbestos, if of synthetic insulating

material is it an Approved Type - if of semi-insulating material (slate or marble) are all conducting parts insulated therefrom as

per Rule - Is the construction as per Rule, including locking of screws and nuts Yes Description of Main Switchgear

for each generator and arrangement of equaliser switches Three pole linked circuit breaker with overload and

reverse current trips and a three pole linked isolating switch, only two main poles used

in each instance as system of distribution was changed from three-wire to two-wire at this

time in accordance with the requirements of Section 15 of the Rules.

and the switch and fuse gear (or circuit breakers) for each outgoing circuit Two pole linked switches and fuses.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard 4

ammeters 2 voltmeters - synchronising devices. For compound machines in parallel are the ammeters and reversed current

protection devices connected on the pole opposite to the equaliser connection - Earth Testing, state means provided earth

lamps. A.I.E.E. Standards

Switches, Circuit Breakers and Fuses, are they as per Rule 1, are the fuses an Approved Type A.I.E.E. Standards

make of fuses various, are all fuses labelled Yes If circuit breakers are provided for the generators, at what

overload do they operate 450 amps., and at what current do the reversed current protective devices operate 40 amps.

Joint Boxes, Section Boards and Distribution Boards, is the construction as per Rule A.I.E.E. Standards.

Cables, are they insulated and protected as per Rule - if otherwise than as per Rule are they of an Approved Type A.I.E.E. Standards

state maximum fall of pressure between bus bars and any point under maximum load - are the ends of all cables having a sectional

area of 0.01 square inch and above provided with soldering sockets Yes Are all paper insulated and varnished cambric insulated

cables sealed at the ends Yes 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 any cables laid under machines or floorplates Yes, if so, are they

adequately protected Yes Are cables in machinery spaces, galleys, laundries, etc., lead covered 1 or run in conduit -

or of the "HR" type - State how the cables are supported or protected Clipped to Steel Brackets in

Engine Room and Accommodation, also run in a substantial Steel Channel on Deck

protected by Sheet Iron Plating where liable to the risk of mechanical damage.

Are all lead sheaths, armouring and conduits effectually bonded and earthed Yes 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 Refrigerated chambers, are the cables and fittings as per Rule Yes

Insulation Tests, has the insulation resistance of all circuits and apparatus been tested and found satisfactory..... Yes

[illegible]

LIGHTING, HEATING, WIRELESS, NAVIGATION LIGHTS, ETC., CABLES.

[illegible]

MOTOR CABLES.

MOTOR CABLES.									
ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.							
Fwd. Warping Winch FB237	1	50	1	.1969	185	333	-	V.C.	L.C. & Armoured
P & S Anchor (each)	1	20	1	.0829	75	134	-	V.C.	do
Windlass F239 & F223									
Fuel Oil Trans.									"
Pump 1-FB221	1	3	1	.0082	11.6	30	-	V.C.	"
Fuel Oil Purifier									"
Pump 2-FB-221	1	1.5	1	.0032	6.4	11.5	-	R.I.	"
Lub. Oil Purifier 1-FB-219	1	1.5	1	.0032	6.4	11.5	-	R.I.	Rubber Sheathed & Armoured.
Pump									
Lub. Oil Transfer									do
Pump 2 FB-219	1	3	1	.0082	11.8	23	-	R.I.	"
2-Air Compressors (each)	1	3	1	.0082	11.8	23	-	R.I.	"
2-Red. Gear Lub. Oil &									"
Salt Water Circ. (each)	1	3	1	.0082	11.9	23	-	R.I.	"
Red Gear Lub. Oil Standby	1	1.5	1	.0032	6.4	11.5	-	R.I.	"
Priming Pump No. 2 8-FB-219	1	2	1	.0082	7.7	23	-	R.I.	"
2-F.W. Pumps (each)	1	3	1	.0082	12	23	-	R.I.	"
2-Ballast Pumps (each)	1	30	1	.1318	110	256	-	V.C.	L.C. & Armoured
2-Fire & Bilge Pumps (each)	1	30	1	.1659	109	217	-	V.C.	do
Refrig. Comp.	1	7.5	1	.0206	28	55.5	-	V.C.	"
Warping Winch Aft	1	20	1	.1045	76	158	-	V.C.	"
Steering Gear	1	10	1	.0329	37	75	-	V.C.	"
Bilge Pump	1	3	1	.0082	11.6	30	-	V.C.	"
Priming Pump No. 1 5-FB221	1	2	1	.0082	7.7	30	-	V.C.	"
Boiler Feed Pump 2-FB-235	1	1	1	.0032	4	11.5	-	R.I.	"
Vent Fan 3-FB-235	1	1/3	1	.0032	2	11.5	-	R.I.	"
2-Vent Fans, each 3 & 4 FB-221	1	1/2	1	.0032	2.5	11.5	-	R.I.	"
4-Vent Fans, each	1	1.75	1	.0032	7.3	11.5	-	R.I.	"

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.

Electrical Contractors. Date.

COMPASSES.

Have the compasses been adjusted under working conditions. Yes

Builder's Signature. Date.

Have the foregoing descriptions and schedules been verified and found correct. Yes

Is this installation a duplicate of a previous case. Yes If so, state name of vessel M. V. Luisa

Plans. Are approved plans forwarded herewith. No If not, state date of approval Oct. 5th & Nov. 4th, 1948.

Certificates. Are certificates of test for motors engaged on essential sea services and generators forwarded herewith.

General Remarks. (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

CLASSING: The electrical installation to A.I.E.E. & United States Navy Standards has been in operation since 1943 with the exception of the new accomodation lighting wiring, wiring on deck, and two surplus U.S.Navy 120 volts, Direct Current, 15 KW motor-generator sets installed at this time to take care of lighting and in order to comply with Section 15 of the Rules for Electrical Equipment, since the system of distribution was originally three-wire 240/120 volts with direct current and was changed at this time to two-wire 240 volts.

The plans submitted have been examined and found to be in accordance with A.I.E.E. Standards and generally in accordance with the Rules. No exception was taken to the U.S.Navy type H.F.A. cables fitted in the Engine Room which are not lead sheathed, as all new wiring installed was lead covered and armoured as required by the Rules and the armouring of the existing cables was effectively earthed.

The dimensions in this report have been taken from the approved plans and these dimensions have been checked as far as possible on the ship and found correct.

The materials and workmanship are good and the installation has been examined and tested as per Rule and found to be satisfactory.

In our opinion, the electrical installation is such as could be accepted by the Committee for Classification.

Total Capacity of Generators 200 Kilowatts.

The amount of Fee ... \$200. : When applied for, Feb. 18, 1949
Late Fee \$20. :
When received,
Travelling Expenses (if any) \$ 6. : 10

Noted Ent 10/5/49

M. S. Keller & H. G. Donald
Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Assigned Elec. light.



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