

1- JUN 194

Rpt. 13.

No. 74046

## REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report. 5th May 1949 When handed in at Local Office. 30 MAY 1949 Port of GLASGOW

No. in Survey held at Glasgow Date, First Survey 17-1-49 Last Survey 27-4-1949  
Reg. Book. (Number of Visits.....)79558 on the WAVE MONARCH Tons { Gross 8,159  
Net 4,545

Built at Glasgow By whom built Messrs Harland &amp; Wolff Ltd Yard No. — When built 1944

Owners The Admiralty Port belonging to London

Electrical Installation fitted by Messrs Harland &amp; Wolff Ltd Contract No. — When fitted 1944

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

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

Heating — Power 110 Direct or Alternating Current, Lighting D.C. Power D.C. If Alternating Current state periodicity — Prime Movers,

has the governing been tested and found as per Rule when full 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 13, are they level compounded under working conditions Yes

if not compound wound state distance between generators — and from switchboard — 13 Where more than one generator is fitted are they

arranged to run in parallel No, are shunt field regulators provided Yes 27 Is the compound winding connected to the negative or positive pole

Negative 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 No and the results found as per rule — Are the lubricating arrangements and the construction

of the generators as per rule Yes Position of Generators Boiler Room flat

is the ventilation in way of generators satisfactory Yes 92 are they clear of inflammable material Yes, if situated

near unprotected combustible material state distance from same horizontally — and vertically — 120, 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 After bulkhead, Boiler Room flat

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 — 210, what insulation

material is used for the panels Sindanyo, 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 350 Ampere D.P.

knife switch and 300 Ampere cartridge fuses on each pole

and for each outgoing circuit D.P. knife switch &amp; D.P. cartridge fuses.

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

ammeters 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

Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type Yes, are all fuses labelled as

per Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested —, are the reversed current

protection devices connected on the pole opposite to the equaliser connection —, have they been tested under working conditions, and at what current

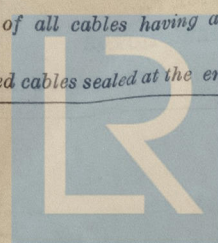
did they operate — Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule Yes

Cables, are they insulated and protected as per the appropriate Tables of the Rules Yes, if otherwise than as per Rule are they of an approved type —

state maximum fall of pressure between bus bars and any point under maximum load less than 6% are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends Yes

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GENERATOR CABLES.								
DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
		No. in Parallel Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR ... ..	30	1	37/083	273 ✓	296	20	V.C.	L.C.A.B.
" " EQUALISER ... ..								
EMERGENCY GENERATOR ... ..								
ROTARY TRANSFORMER: MOTOR ... ..								
" " GENERATOR ... ..								

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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.

Electrical Engineers.

Date

#### COMPASSES.

Minimum distance between electric generators or motors and standard compass

Minimum distance between electric generators or motors and steering compass

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

Yes

If so, state name of vessel

"WAVE KING"

Plans. Are approved plans forwarded herewith

No

If not, state date of approval

23.4.48

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

Not available

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 built and installed in accordance with the requirements of the British Corporation Register.

The installation has been examined and found to conform generally to the "as fitted" plans.

At this time, the equipment has been overhauled and minor repairs effected. On completion of repairs, the installation was examined and seen under working conditions, insulation resistance tests made and all found in satisfactory condition.

The Echo sounding projectors are fitted under the Transit Pump Room on this vessel in accordance with Messrs Harland & Wolff Ltd. Yard No 1306G Plan 33 and Secretary, London's letter of 4th April 1946, granting exception for this arrangement.

The electrical installation of this vessel is, in my opinion, such as could be accepted for classification with this Society.

Noted *W* 4/8/49

Total Capacity of Generators

60

Kilowatts.

The amount of Fee

£ 16 : 0

When applied for,

31 MAY 1949

Travelling Expenses (if any) £

When received.

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

31 MAY 1949

Assigned

SEE ACCOMPANYING MACHINERY REPORT.



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