

## REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

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Date of writing Report 18-10-1939 When handed in at Local Office 19 Port of RotterdamNo. in Survey held at Rotterdam Date, First Survey 22-8-39 Last Survey 16-10-1939  
Reg. Book. (Number of Visits 7)on the SS. "SAIDIA" Tons {Gross 6671.26  
Net 3801.31Built at Schiedam & Rotterdam By whom built Rott. Droogdok Mij. Yard No. 213 When built 1939Owners Nederlandsch-Indische Tankstoomboot Mij. Port belonging to S. GmrenhageElectrical Installation fitted by W. Pletschoten & Houwens Elektrotechn. Mij. N.V. Contract No.        When fitted 1939Is vessel fitted for carrying Petroleum in bulk yes Is vessel equipped with D.F. yes E.S.D. yes Gy.C. no Sub.Sig. noHave plans been submitted and approved yes System of Distribution two conductor insulated Voltage of supply for Lighting 110Heating ✓ 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 atrip 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 theyarranged to run in parallel no, are shunt field regulators provided yes Is the compound winding connected to the negative or positive polepositive pole Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing ✓ Have certificates oftest for machines under 100 kw. been supplied yes and the results found as per rule yes Are the lubricating arrangements and the constructionof the generators as per rule yes Position of Generators in engineroom starboardside      , is the ventilation in way of generators satisfactory yes are they clear of inflammable material yes, if situatednear unprotected combustible material state distance from same horizontally ✓ and vertically ✓, are the generators protected from mechanicalinjury and damage from water, steam and oil yes, are the bedplates and frames earthed yes and the prime movers and generators in metalliccontact yes Switchboards, where are main switchboards placed in engineroom starboardside       are they in accessible positions, free from inflammable gases and acid fumes yes, are they protected from mechanical injury and damage from water, steamand oil yes, if situated near unprotected combustible material state distance from same horizontally ✓ and vertically ✓, what insulationmaterial is used for the panels black interohm, if of synthetic insulating material is it an Approved Type yes, if ofsemi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule ✓ Is the frame effectually earthed yesIs the construction as per Rule yes, including accessibility of parts yes, absence of fuses on the back of the board       , individual fusesto 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 steam driven generatora double pole change over switch & double pole fuses — diesel driven generatora double pole switch & double pole fusesand for each outgoing circuit a double pole change over switch & double pole fusesAre compartments containing switchboards composed of fire-resisting material or lined as per Rule yes Instruments on main switchboard 2ammeters 2 voltmeters ✓ synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to theequaliser connection ✓ Earth Testing, state means provided two pairs of earth fault indicating lamps



| PARTICULARS OF GENERATING PLANT. |        |            |        |          |                   |              |   |                      |
|----------------------------------|--------|------------|--------|----------|-------------------|--------------|---|----------------------|
| DESCRIPTION<br>OF<br>GENERATOR.  | No. of | RATED AT   |        |          |                   | DRIVEN BY    | WHERE DRIVEN BY AN INTERNAL<br>COMBUSTION ENGINE. |                      |
|                                  |        | Kilowatts. | Volts. | Ampères. | Revs.<br>per Min. |              | Fuel Used.  | Flash Point of Fuel. |
| MAIN ... ..                      | 1      | 18         | 110    | 164      | 400               | steam engine | ✓   | ✓                    |
|                                  | 1      | 18         | 110    | 164      | 400               | oil engine   | diesel oil  | Above 150°F.         |
| EMERGENCY ... ..                 |        |            |        |          |                   |              |   |                      |
| ROTARY<br>TRANSFORMER            | 1      | 1.5        | 20/32  | 53 9/17  | 3000              | electromotor |   |                      |

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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.

Van Rietsteden & Heuvelink  
Elektrotechnische Maatschappij, N.V.

Electrical Engineers.

Date

#### COMPASSES.

Minimum distance between electric generators or motors and standard compass 34 feet (ventilator midship accommodation)

18 feet (emergency battery of wireless station)

Minimum distance between electric generators or motors and steering compass 32 feet (ventilator midship accommodation)

The nearest cables to the compasses are as follows:—

A cable carrying 0.15 Ampères 1.5 feet from standard compass 1.5 feet from steering compass. (compass lighting)

A cable carrying 1.5 Ampères 10 feet from standard compass 4 feet from steering compass. (engine room telegraph)

A cable carrying 0.4 Ampères 3 feet from standard compass 4 feet from steering compass. (red signal light)

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

Builder's Signature.

Date 25th Oct. '39

Is this installation a duplicate of a previous case no 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, tested under full working conditions and found satisfactory. The material and workmanship are good and the installation merits in my opinion the Committee's approval.

Noted  
LH  
3/11/39

Total Capacity of Generators 36 Kilowatts.

The amount of Fee ... £200.00 : When applied for, 24.10.39

Travelling Expenses (if any) £ 6.00 : When received, 28/11/39 RST

H. van der Wijk  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 10 NOV 1939

Assigned

See Rot JE 28626



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