

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 15 JUN 1948

Date of writing Report 24. 5. 1948. When handed in at Local Office 14. 6. 1948. Port of HULL.

No. in Survey held at Immingham Date, First Survey 22. 4. 48. Last Survey 20. 5. 1948.  
Reg. Book. (Number of Visits 3)

19878 on the S.S. "BALTONIA". Tons { Gross 1944  
Net 965

Built at Hamburg By whom built Deutsche Werft A.G. Yard No. - When built 1944

Owners United Baltic Corporation Ltd. Port belonging to London

Electrical Installation fitted by A.E.G. Contract No. - When fitted 1944

Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. Yes E.S.D. Yes Gy.C. No Sub.Sig. No

Have plans been submitted and approved No System of Distribution single wire hull return. Voltage of supply for Lighting 220

Heating 220 Power - 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, 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 No, are shunt field regulators provided Yes 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 Yes Are the lubricating arrangements and the construction

of the generators as per rule Yes Position of Generators Engine room starboard side.

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 Engine room starboard side 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 Marble, 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 Yes 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. - 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 Single pole knife

switches and single pole fuses.

and for each outgoing circuit Single pole knife switches and single pole fuses except lighting circuits

which are not supplied with switches.

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

ammeters two 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 Not fitted, earth return system.

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 4V, 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 -

and found satisfactory.....~~Yes~~.....

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 70'0"

Minimum distance between electric generators or motors and steering compass 72'0"

The nearest cables to the compasses are as follows:—

A cable carrying 2 Ampères inside 14'0" feet from standard compass 14'0" feet from steering compass.

A cable carrying 2 Ampères 14' feet from standard compass inside 14'0" 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 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

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

Plans. Are approved plans forwarded herewith - If not, state date of approval -

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

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

The Electrical Installation as now seen appears, with minor alterations carried out in this country, to have been installed in Germany by the A.E.G. in accordance with German practice. It is noted that no switches for the lighting circuits are fitted on the main switchboard and this is to be rectified by the Owners at the first favourable opportunity.

Generators, steering gear, lighting circuits etc. were tested under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus measured and found good.

The installation appears to be in efficient condition and whilst not strictly in accordance with the Society's Rules, is, in my opinion eligible to be accepted for classification.

50.  
19.7.48

Total Capacity of Generators 27 Kilowatts.

The amount of Fee ... £ 10 : - : 14.6.19.48.

Travelling Expenses (if any) £ - : 9.7 : 19.

When applied for,

When received.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 23 JUL 1948

See minute on R.L.S.



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