

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

18 JUN 1947

Received at London Office

Date of writing Report April 2nd 1947 When handed in at Local Office April 2nd 1947 Port of SEATTLE, WASHINGTON

No. in Survey held at PORTLAND, OREGON Date, First Survey March 3rd Last Survey April 1st 1947  
Reg. Book. (Number of Visits 6)

26450 on the "THEMONI" (ex "JOSIAH COHEN") Tons { Gross 7198  
Net 4364

Built at Savannah, Georgia By whom built Southeastern Shipbuilding Corp. Yard No. When built 1944

Owners Kassos Steam Navigation Co. Ltd. Port belonging to Cyra, Greece

Electric Light Installation fitted by Contract No. When fitted 1944

Is the Vessel fitted for carrying Petroleum in bulk No

System of Distribution Two-Wire Direct Current

Pressure of supply for Lighting 120 volts, Heating - volts, Power 120 volts,

Direct or Alternating Current, Lighting Direct Power Direct

If alternating current system, state frequency of periods per second -

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off. Yes

Generators, do they comply with the requirements regarding temperature rise A.I.E.E. Standards, are they compound wound. Yes

are they over compounded 5 per cent. No, if not compound wound state distance between each generator. -

Where more than one generator is fitted are they arranged to run in parallel. Yes, is an adjustable regulating resistance fitted in

series with each shunt field. Yes, Have certificates of test results for machines under 100 kw. been submitted and

approved. - Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing. -

Are all terminals accessible, clearly marked, and furnished with sockets. Yes, are they so spaced or shielded that they cannot be accidentally earthed,

short circuited, or touched. Yes, Are the lubricating arrangements of the generators as per Rule. Yes

Position of Generators In Engine Room First Grating Level Starboard Side, is the ventilation

in way of the generators satisfactory. Yes, are they clear of all inflammable material. Yes, if situated near unprotected

woodwork or other combustible material, state distance of same horizontally from or vertically above the generators. - and -

are the generators protected from mechanical injury and damage from water, steam or oil. Yes, are their axes of rotation fore and aft. Yes,

Earthing, are the bedplates and frames of the generating plant efficiently earthed. Yes, are the prime movers and their respective generators

in metallic contact. Yes, Main Switch Boards, where placed In Engine Room on Generator Flat

If the generators and main switchboard are not placed in the same compartment, is each generator provided with

a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard. -

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes. Yes, are they protected from mechanical

injury and damage from water, steam or oil. Yes, if situated near unprotected woodwork or other combustible material, state distance of same

horizontally from or vertically above the switchboards. - and - are they constructed wholly of durable, non-ignitable non-absorbent

materials. Ebony Asbestos, is all insulation of high dielectric strength and of permanently high insulation resistance. Yes,

is it of an approved type. Yes, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other

non-hygroscopic insulating material, and the slab similarly insulated from its framework. - is the non-hygroscopic insulating material of an approved

type. Yes, and is the frame effectively earthed. Yes, Are the fittings as per Rule regarding:—spacing or shielding of live parts

A.I.E.E. Standards, accessibility of all parts. Yes, absence of fuses on back of board. Yes, temperature rise of

omnibus bars. Yes, No each generator voltmeter and pilot light on same fuses

individual fuses to voltmeter, pilot or earth lamp. /, are moving parts of switches alive in the

"off" position. No, are all screws and nuts securing connections effectively locked. Yes, are any fuses fitted on the live side of

switches. No, Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

Each generator; 175 Amp D.P. breaker with overload and reverse current trips and a three pole isolating switch.

Outgoing circuits: D.P. linked switches and fuses.

Are turbine driven generators fitted with emergency trip switch as per rule. - Are cupboards or compartments containing switchboards composed of

fire-resisting material or lined with approved material. Yes, Instruments on main switchboard 3 ammeters. 3 volt-

meters. - synchronizing device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equalizer connection

- Yes, Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

Earth lamps also voltmeter selector switch wired to give ground readings. Switches, Circuit Breakers and Fusible Cut-outs,

do these comply with the requirements of the Rules A.I.E.E. Standards, are the fusible cutouts of an approved type A.I.E.E. Standards, have the reversed





All Conductors are of annealed copper conforming to British Standard Specification No. 7 (or International Electro-technical Commission Publication No. 28).

The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

Electrical Engineers.

Date.....

COMPASSES.

Distance between electric generators or motors and standard compass 26 feet

Distance between electric generators or motors and steering compass 20 feet

The nearest cables to the compasses are as follows:—

A cable carrying .2 Ampères .75 feet from standard compass .75 feet from steering compass.

A cable carrying 1 Ampères 4 feet from standard compass 7 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.

Builder's Signature.

Date.....

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

General Remarks (State quality of workmanship, opinions as to class, &c.....)

The electrical installation to the requirements of the American Bureau of Shipping has been in operation since 1944,

The plans attached have been examined and found to be in accordance with A.I.E.E. Marine Standards and generally in accordance with the Rules.

The materials and workmanship are good and the installation has been examined under working conditions and found to be satisfactory, except the main generator equalizer connections are below Rule size.

The dimensions in this Report have been taken from the A.B.S. approved plans. These dimensions have been checked as far as possible on the ship and found correct.

*accepted by Ken Committee*  
In our opinion the electrical installation is such as could be accepted by the Committee for Classification, subject to the main generator equalizer connections being increased to meet Rule requirements.

*See endorsement dated 13.8.47 attached to Thora Dan*

Total Capacity of Generators 80 Kilowatts.

The amount of Fee ... £ \$ 100.00 *April 4<sup>th</sup> 1947*

Traveling Expenses (if any) £ *See RPT 1* : ..... 19.....

*James F. Robertson*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *NEW YORK MAY 28 1947 J.F.R.*

Assigned *Elec. light.*

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(The Surveys are requested not to write on or below the space for Committee's Minute)



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