

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

3 - JUL 1947

Received at London Office

of writing Report 14th May, 1947 When handed in at Local Office 20th May, 1947 Port of Baltimore, Maryland

in Survey held at Baltimore, Maryland Date, First Survey 23rd March, Last Survey 15th April, 1947

Book. (Number of Visits)

424 on the S.S. "VASILIOS E. KULUKUNDIS" (ex "Finley Peter Dunne") Tons { Gross 7176
Net 4380

at Los Angeles, California By whom built California Shipbuilding Yard No. 1678 When built 1943

ers Messrs. Rethymnis and Kulukundis Port belonging to Syra

ctric Light Installation fitted by California Shipbuilding Corp. Contract No. When fitted 1943

e Vessel fitted for carrying Petroleum in bulk. No

em of Distribution Two-wire Direct Current

asure of supply for Lighting 120 volts, Heating - volts, Power 120 volts.

ect or Alternating Current, Lighting Direct Power Direct

ternating current system, state frequency of periods per second -

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

erators, do they comply with the requirements regarding temperature rise A.I.E.E. Standards 40° C. Rise, are they compound wound Yes

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

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

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

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

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

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

tion of Generators In engine room first grating level starboard side, is the ventilation

ay of the generators satisfactory Yes are they clear of all inflammable material Yes if situated near unprotected

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

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

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

etallic 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

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

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

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

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

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

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

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

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

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

bus bars Yes, individual fuses to voltmeter, pilot or earth lamp on same fuses Each generator voltmeter and pilot light

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

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

generator: 175 amp. D.P. breaker with overload and reverse current trips and a three pole isolating

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

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

sisting material or lined with approved material Yes Instruments on main switchboard 3 ammeters 3 volt-

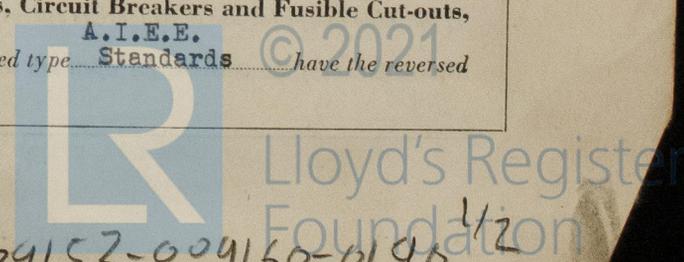
s - synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

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

h lamps also voltmeter selector switch wired to give ground readingswitches, Circuit Breakers and Fusible Cut-outs,

se 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

Ex
31/7/47



009152-009160-0190

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 26 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 1943. The plans attached have been examined and found 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.

In my 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.

Total Capacity of Generators 60 Kilowatts.

The amount of Fee	£ \$100.00	:	When applied for,
			20 May 19 47
Travelling Expenses (if any) £	3.50	:	When received.
			- 19 -

W. McQueen
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 4 1947 J.G.G.

Assigned *elec. light.*

1m-4-42.—Transfer. Printed in U.S.A.
(The Surveyors are requested not to write on or below the space for Committee's Minute)

