

REPORT ON ELECTRICAL EQUIPMENT.

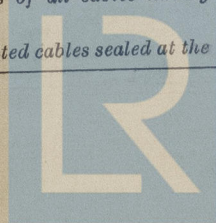
(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

27 OCT 1947

Date of writing Report 22nd October 1947 When handed in at Local Office 24th October 1947 Port of Bergen
 No. in Survey held at Lervik and Bergen Date, First Survey 5th June Last Survey 17th September 1947
 Reg. Book. Steel Inc. Jr. "BONITA" ex A/S & M/S. Trawler "KITTERN" Tons { Gross 506
 Net 210
 Built at Beverley By whom built Cook, Welton & Gemmell Ltd Yard No. 720 When built 1943
 Owners AHLGREN & CAPPELEN Port belonging to OSLO
 Electrical Installation fitted by A/S Stord, Lervik Contract No. ✓ When fitted 1947
 Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. No E.S.D. No Gy.C. No Sub.Sig. No

Have plans been submitted and approved Yes System of Distribution Double wire Voltage of supply for Lighting 110
 Heating ✓ Power 110 Direct or Alternating Current, Lighting Direct Power Direct 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 ✓
 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
Positive 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 at level of main deck starboard side engine room
✓, 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 about generating set at level of main deck
starboard side engine room
 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 Synthetic, 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 ✓ 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 Double pole linked
switch and fuse on each pole
 and for each outgoing circuit Double pole c/o switch and fuse on each pole
 Are compartments containing switchboards composed of fire-resisting material or lined as per Rule ✓ Instruments on main switchboard One
 ammeters One 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 Volt-Ohm meter with c/o switch
 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 Yes,
 state maximum fall of pressure between bus bars and any point under maximum load 4 v., 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 ✓



Lloyd's Register
Foundation

009789-009795-01901/2

Bgm
15/10

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

DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN	1	7.5	110.	71.		SINGLE CYLINDER STEAM ENGINE.	✓	✓
EMERGENCY ...								
ROTARY TRANSFORMER								

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (feet plus return feet).	INSULATED WITH.	HOW PROTECTED.
		No. in Parallel For Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	7.5	1	70	71.		5.	V.I.R.	L.C.B. & A.
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR								

[illegible]

LIGHTING AND HEATING, ETC., ETC.							
WIRELESS
NAVIGATION LIGHTS
LIGHTING AND HEATING
Cabins forward	1	1.5	6	70	V.I.R.	L.C.B. & L.C.A. & B.	
amidships	1	1.5	6	50	V.I.R.	L.C. & B.	
Engine room	1	1.5	6	24	V.I.R.	L.C.A. & B.	
Engine & boiler room	1	1.5	6	25	V.I.R.	L.C.A. & B.	
Stolds.	1	1.5	6	55	V.I.R.	L.C.A. & B.	
Boat deck lights	1	1.5	6	50	V.I.R.	L.C.A. & B.	
Search light	1	2.5	15	9	V.I.R.	L.C.A. & B.	
Masthead light forward	1	1.5	6	82	V.I.R.	L.C.A. & B.	
Starboard navigation light	1	1.5	6	18	V.I.R.	L.C.A. & B.	
Port " "	1	1.5	6	18	V.I.R.	L.C.A. & B.	
Stem light	1	1.5	6	72	V.I.R.	L.C.A. & B.	
Mast light clusters forward	1	1.5	6	76	V.I.R.	L.C.A. & B.	
" " aft	1	1.5	6	78	V.I.R.	L.C.A. & B.	
Morse lamp	1	1.5	6	10	V.I.R.	L.C. & B.	

[illegible]

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.

STORD

Electrical Engineers.

Date

23/10-47

COMPASSES.

Minimum distance between electric generators or motors and standard compass 52 ft.

Minimum distance between electric generators or motors and steering compass 50 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 14 Ampères on the feet from standard compass 7 feet from steering compass.

A cable carrying 14 Ampères 7 feet from standard compass on the 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.

STORD

REPAIRER'S

Builder's Signature.

Date

23/10-47

Is this installation a duplicate of a previous case No. If so, state name of vessel

Plans. Are approved plans forwarded herewith No. If not, state date of approval 24th February 1947.

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith No.

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 installed under Special Survey in accordance with approved plans.

The materials used are of good quality and the workmanship is good.

The insulation has been tested and the installation tested under working conditions and found good.

No test certificates available. The generator is the original one but has been shifted to a new position. An alternative circuit fitted from main switchboard to navigation switchboard.

This installation is, in my opinion, eligible to be classed.

Total Capacity of Generators 7.5 Kilowatts.

The amount of Fee ... £ 19.3.- : When applied for, 4/10 1947.

Travelling Expenses (if any) £ ✓ : When received, 10/10 1947.

S. A. Ride

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See minute on Bgr 3/80