

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office **MAR 22 1939**

Date of writing Report 16th March 1939 When handed in at Local Office 19 Port of HAMBURG
 No. in Survey held at HAMBURG Date, First Survey 7th January Last Survey 10th March 1939
 Reg. Book. 87293 on the Twin Screw Motor Vessel BRITANNIA (Number of Visits 12)
 Tons { Gross 9977
 Net 5801
 Built at HAMBURG By whom built Deutsche Werft A.G. Yard No. 217 When built 1939
 Owners The Texas Co (Norway) A/S Port belonging to Oslo
 Electric Light Installation fitted by Allgemeine Elektrizitäts Gesellschaft Contract No. _____ When fitted 1939
 Is the Vessel fitted for carrying Petroleum in bulk yes

System of Distribution Two wire, two conductor system

Pressure of supply for Lighting 110 volts, Heating 110 volts, Power 110 volts.

Direct or Alternating Current, Lighting direct current Power direct current

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 yes, are they compound wound yes

are they over compounded 5 per cent. yes, if not compound wound state distance between each generator -

Where more than one generator is fitted are they arranged to run in parallel no, 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 -

Have certificates for generators under 100 kw. been supplied and approved certificates attached

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 Port forward side of engine room floor, 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 on port side of transverse bulkhead at fore end of engine room floor

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 made tested to 2000 Volts A.C. 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 micaite 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 yes

accessibility of all parts yes, absence of fuses on back of board yes, temperature rise of omnibus bars yes

individual fuses to voltmeter, pilot or earth lamp yes, 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

For each generator: a double-pole overload circuit breaker.

For each outgoing circuit: a double-pole change over switch and a fuse on each pole

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

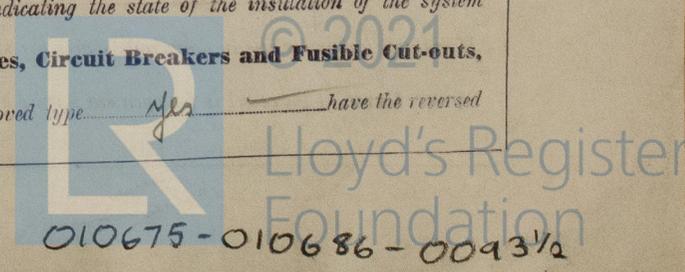
Instruments on main switchboard 3 ammeters 2 voltmeters -

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

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

Voltmeter with Ohm scale Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules yes

are the fusible cutouts of an approved type yes have the reversed -



The Electrical Equipment is installed in accordance with the approved plans.

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

The foregoing is a correct description.

ALLGEMEINE ELEKTROTECHNISCHE GESELLSCHAFT
ABTEILUNG SCHIFFBAU

Electrical Engineers.

Date 16. März 1939

COMPASSES.

Minimum distance between electric generators or motors and standard compass about 12 metres

Minimum distance between electric generators or motors and steering compass about 12 metres

The nearest cables to the compasses are as follows:—

A cable carrying 0.2 Ampères close to feet from standard compass close to feet from steering compass.

A cable carrying - Ampères - feet from standard compass - 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 - course in the case of the standard compass, and nil degrees on - course in the case of the steering compass.

DEUTSCHE WERFT
AKTIENGESELLSCHAFT

Builder's Signature.

Date 17. 3. 1939

Is this installation a duplicate of a previous case yes If so, state name of vessel GERMANIA, Hambg Rep. 23050, 12th Feb. 39

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

Material and workmanship of this Electrical Installation are of good quality. It has been fitted under Special Survey in accordance with the approved plans, the Secretary's letter and otherwise in compliance with the requirements of the Rules and is eligible in my opinion to be classed. It has given satisfaction under working conditions.

Plan showing the Installation as actually fitted please find attached.

Noted
28/3/39

Total Capacity of Generators 70 Kilowatts.

The amount of Fee ... RM: 590 : When applied for, 17. 3. 19 39.

Travelling Expenses (if any) £ : : When received, 25. 4. 19 39

H. Röhrs

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 31 MAR 1939

Assigned

See FF machy rpl

2m. 12. 36. - Transfer. The Surveyors are requested not to write on or below the space for Committee's Minute



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