

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Keel laid at London Office... 16. Jul. 1919

Date of writing Report... 22nd June 1921. When handed in at Local Office... 15th July 1921. Port of... NEWPORT, Mon.

No. in Survey held at... NEWPORT, Mon. Date, First Survey... 28th Feb. Last Survey... April 21st 1921
Reg. Book. (Number of Visits... 1)

96385 on the S.S. "VERGRAY" (Ex "Empire Garry") Tons { Gross... 8551
(Supp) Net... 5219

Built at... Wesermunde-G. By whom built... Deutsche-Schiff and Maschinenbau A/G. Yard No. - When built... 1928

Owners... Nergonian S.S.Co.Ld. Port belonging to... London

Electrical Installation fitted by... Contract No. - When fitted... 1928.

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

Have plans been submitted and approved... Yes System of Distribution... Two Wire Direct Current Voltage of supply for Lighting... 115

Heating... Power... 115 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... 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... - and the results found as per rule... - Are the lubricating arrangements and the construction

of the generators as per rule... Yes Position of Generators... Engine Rm. bottom platform 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 curbed... Yes and the prime movers and generators in metallic

contact... Yes Switchboards, where are main switchboards placed... Engine Room bottom platform starboard side,

adjacent to 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... 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 knife

switches.

and for each outgoing circuit... Double Pole change over switches, fused on each Pole.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule... Yes Instruments on main switchboard... 2

ammeters... 2 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... Earth lamps

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... None, are the reversed current

protection devices connected on the pole opposite to the equaliser connection... None, 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... under 6% 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... 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.....
 Minimum distance between electric generators or motors and steering compass.....
 The nearest cables to the compasses are as follows:—
 A cable carrying Ampères feet from standard compass 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
 Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted
 The maximum deviation due to electric currents was found to be degrees on course in the case of the
 standard compass, and degrees on course in the case of the steering compass.

Builder's Signature. Date

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

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

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith None

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.) The electrical installation of this vessel as now seen, has been fitted to the requirements of Germanischer Lloyds and it is noted that the domestic refrigerating chamber is fitted with a motor built to A.I.E.E. Standards. It has been examined under working conditions, all circuits and generators megger tested and found satisfactory. The installation as now seen is in our opinion such as could be accepted for Classification by the Society.

Notes Eux 7/10/49

No.1 10KW
 " 2 15KW
 Total Capacity of Generators 25 Kilowatts.

The amount of Fee 50% 4pt. £ 10: 0: : When applied for, 15.7.19.49
50% 2nd
 Travelling Expenses (if any) £ 4: 15: : When received,19.....

[Signature]
 Surveyor: Lloyd's Register of Shipping.

Committee's Minute FRI. 14 OCT 1949

Assigned.....

5m. 3/39.—Transfer. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

