

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 8-MAR-1949

Date of writing Report 4th March, 1949 When handed in at Local Office 4th March 49 Port of NAPLES.

No. in Survey held at Palermo Date, First Survey 10th Jan. Last Survey 20th Febr. 1949
Reg. Book. (Number of Visits ten)

5524 on the Single Sc.Stm Tanker "CLEVELAND" ex "Forbes Road" Tons { Gross 10667
Net 6313.89

Built at Portland Or. By whom built Kaiser Corp. Inc. Yard No. 57 When built 1944

Owners Cleveland Petroleum Co. Ltd. Port belonging to London

Electrical Installation fitted by Presumed by Builders Contract No. = When fitted 1944

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

Have plans been submitted and approved Typical plans of 2 tankers Power = 3 phase 3 wire
Lighting 220 Power 440 AC System of Distribution Itg. (Main 3 phase 3 wire Voltage of supply for Lighting 120 AC
Radio etc. 115 D.C. Circuit = Single phase 2 wire

As 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 yes Generators, are they compound wound see note below, are they level compounded under working conditions =

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 no Have certificates of

test for machines under 100 kw. been supplied nos and the results found as per rule Are the lubricating arrangements and the construction

of the generators as per rule yes Position of Generators in main engine room starting platform

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 In main engine room at starting platform

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 Dead front board. Insulation material appears to be American Ebony Asbestos type, 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

the construction as per Rule yes, including accessibility of parts yes, absence of fuses on the back of the board instrument fuses only at back of board

pilot and earth lamps, voltmeters, etc. yes locking of screws and nuts yes, labelling of apparatus and fuses yes, fuses on the "dead"

of switches yes Description of Main Switchgear for each generator and arrangement of equaliser switches Triple pole circuit breaker

for A.C. Generators. D.C. circuit breaker for D.C. Generators

used for each outgoing circuit triple pole or double pole circuit breakers

are compartments containing switchboards composed of fire-resisting material or lined as per Rule yes Instruments on main switchboard 14

meters 5 voltmeters 1 frequency-meter 1 watt-meter 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 indicating lamps on D.C. A.C. systems

switches, Circuit Breakers and Fuses, are they as per Rule American type, are the fuses an approved type American type, 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 not 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

they operate Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule all American type

are they insulated and protected as per the appropriate Tables of the Rules American Standard cables, if otherwise than as per Rule are they of an approved type =

the maximum fall of pressure between bus bars and any point under maximum load =, are the ends of all cables having a sectional area of 0.04

are inch and above provided with soldering sockets Mechanical clamps Are paper insulated and varnished cambric insulated cables sealed at the ends V.C. of cable taped but conductors not soldered at ends

Generating sets consist of 400 K.V.A. alternator 75 K.W. Shunt wound exciter, and

55 Kw D.C. Comp. wound Generator mounted on one bedplate, driven by a steam turbine.

Lloyd's Register
Foundation 0322 2/2

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 40 ft

Minimum distance between electric generators or motors and steering compass 40 ft

The nearest cables to the compasses are as follows:—

A cable carrying 1.5 Ampères 10 feet from standard compass 7 feet from steering compass.

A cable carrying 0.2 Ampères led into feet from standard compass led into 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 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

Installation generally similar

Is this installation a duplicate of a previous case to other T2 tankers If so, state name of vessel

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

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.) The electrical equipment

of this vessel appears to have been installed in accordance with American practice and with the typical plans of T2 tankers. The details given in this report were obtained from these plans and from personal observation on board. It was noted that lighting sub-circuits are controlled by single pole switches and portable connections, switches now flameproof lighting fittings installed in the centercastle tween deck space. The wiring in this space has now been

altered to double pole control with switches outside of space and all portable connections removed.

All generators, motors, control gear, transformers, switchboards, cables, etc have been examined tested, necessary repairs carried out, insulation test carried out and found satisfactory.

The installation appears in good efficient condition and whilst not strictly in accordance with the Society's Rules, it is, in my opinion, eligible to be accepted for classification.

Total Capacity of Generator 910 Kilowatts.

(2 at 400 Kw. 2 at 55 Kw.)

(The 2=75 Kw exciters are not included in total)

The amount of Fee £ will be submitted from London.

Travelling Expenses (if any) £ When received. 19

F.N. Sutcliffe

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

WED 13 APR 1949

See minute on

fe rpt



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