

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office NOV 1948

Date of writing Report 8/11/48 When handed in at Local Office 9 NOV 1948 Port of LONDON

No. in Survey held at LONDON Date, First Survey 27/8 Last Survey - 1948  
Reg. Book. 67217 on the s.s. "MARABANK" (ex "SAMOUSE") (Number of Vicks ONE)

Tons Gross 7269 Net 4468

Built at BALTIMORE By whom built BETHLEHEM-FAIRFIELD S.A. Yard No. - When built 1943

Owners BANK LINE LTD. (AN. WEIR SHIP & BUILDING CO. LTD.) Port belonging to GLASGOW.

Electrical Installation fitted by BETHLEHEM-FAIRFIELD Ship. Inc. Contract No. - When fitted 1943.

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

Have plans been submitted and approved No System of Distribution TWO WIRE INSULATED Voltage of supply for Lighting 120

Heating 120 Power 120 Direct or Alternating Current, Lighting D.C. Power D.C. 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 YES, 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 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 ON GENERATOR FLAT, ENGINE ROOM, STARBOARD

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 ADJACENT TO GENERATORS ON

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 EBONY / ASBESTOS, if of synthetic insulating material is it an Approved Type YES, 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

CIRCUIT BREAKERS WITH OVERLOAD AND REVERSE CURRENT TRIPS; TRIPLE POLE ISOLATING SWITCH (INCLUDING EQUALISER).

and for each outgoing circuit D.P. SWITCH AND D.P. CARTRIDGE FUSES

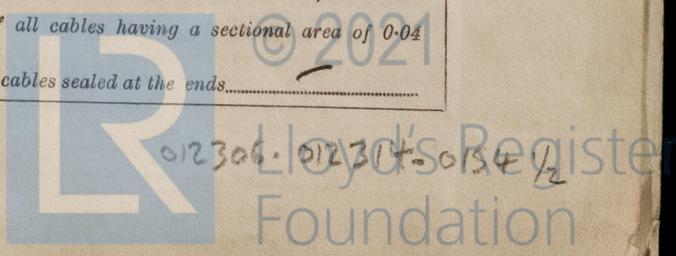
Are compartments containing switchboards composed of fire-resisting material or lined as per Rule YES Instruments on main switchboard 3

ammeters 3 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the equaliser connection YES 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 - are the reversed current protection devices connected on the pole opposite to the equaliser connection YES, 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 LESS THAN 6% BUT ADEQUATE MECHANICAL CLAMPS PROVIDED

square inch and above provided with soldering sockets No Are paper insulated and varnished cambric insulated cables sealed at the ends -





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.

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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 \_\_\_\_\_ If so, state name of vessel S.S. "SPECIALIST"

Plans. Are approved plans forwarded herewith \_\_\_\_\_ If not, state date of approval SEE ABOVE VESSEL

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

INSTALLATION OF THIS VESSEL AS NOW SEEN, APPEARS TO HAVE BEEN FITTED IN ACCORDANCE WITH THE STANDARDS OF THE AMERICAN I.E.E. AND REPAIRS HAVE BEEN CARRIED OUT AT THIS PORT TO BRING THE INSULATION TESTS UP TO RULE REQUIREMENTS.

THE GENERATORS AND EQUIPMENT HAVE BEEN GENERALLY EXAMINED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY. IT WAS NOTED THAT MOTORS AND GENERATORS ARE RATED FOR 40°C TEMPERATURE IN LINE WITH AMERICAN PRACTICE.

THE INSTALLATION, AS NOW SEEN, IS IN MY OPINION SUCH AS COULD BE ACCEPTED FOR CLASSIFICATION WITH THIS SOCIETY.

D.P. SWITCH AND D.P. CIRCUIT BREAKERS WITH OVERLOAD AND REVERSE CURRENT TRIP TRIP POLE ISOLATING SWITCH (INCLUDING CONDUITS).

Total Capacity of Generators 60 Kilowatts.

The amount of Fee ... £ 16 : : When applied for, \_\_\_\_\_

Travelling Expenses (if any) £ : : When received, \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned \_\_\_\_\_

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

FEB 7 JAN 1949

5011, 4.30.—Transfer. (MADE AND PRINTED IN ENGLAND.)  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

