

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 2 SEP 1946

Date of writing Report 29th Aug. 1946 When handed in at Local Office 19 Port of ANTWERP

No. in Survey held at CHELT Date, First Survey 13-5-46 Last Survey 10-7-1946
Reg. Book. (Number of Volls. 6)

55784 on the S/T "CHRIST MAHLMANN" Tons { Gross 336
Net 129

Built at Beverly By whom built Cook, Welfin & Gemmel Yard No. When built 1926

Owners Dec. Anon. Anoniment Estende Port belonging to Costa

Electrical Installation fitted by Electra Navale & Industrielle Contract No. When fitted

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

Have plans been submitted and approved Yes System of Distribution Two wire insulated Voltage of supply for Lighting 110

Heating Yes Power No Direct or Alternating Current, Lighting Direct Power 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 , are shunt field regulators provided Yes Is the compound winding connected to the negative or positive pole

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 Other side of engine room, Ex A position

, 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 Other side of engine room, on

frame work

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 resin bonded, 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

knife switches

and for each outgoing circuit double pole knife switches

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

ammeters one voltmeters one 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 coupled to earth through

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 ,

state maximum fall of pressure between bus bars and any point under maximum load 2 volts, 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

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT.		APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	HOW PROTECTED.
		No. in Parallel For Pole.	Sectional Area or No. and Dia. of Strands. See lower sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	75	1	70	180	125	70	V.L.R.	L.C. with Binding
" " EQUALISER								
EMERGENCY GENERATOR								
ROTARY TRANSFORMER: MOTOR								
" " GENERATOR								

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.

O. J. Tarpunen

Electrical Engineers.

Date 29-8-46

COMPASSES.

Minimum distance between electric generators ~~or motors~~ and standard compass 60 ft.

Minimum distance between electric generators ~~or motors~~ and steering compass 60 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 6 Ampères 5 feet from standard compass 5 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

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.

O. J. Tarpunen

Builder's Signature.

Date 29-8-46

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 No

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

All electric cables, fittings, fuse boards and main switch board have been renewed, but the generator has been overhauled.

The electric equipment has been megger tested and tried under working condition and found satisfactory.

NOTE:— The main switch board fuses are of the "VYNCKIER" type fitted with tubular linings of asbestos. All other fuses are of the "CARDY" type.

Noted
J. A.
19.9.46.

Total Capacity of Generators 15 Kilowatts.

The amount of Fee ... £1. 2. 20: When applied for, 30/8. 1946
Travelling Expenses (if any) 2. 330.- When received, 1946

O. J. Tarpunen
Surveyor to Lloyd's Register of Shipping.

27 SEP 1946

Committee's Minute

Assigned See Minute on Rpt. 9