

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

13 NOV 1939

Received at London Office.....

Date of writing Report... 6-11-1939. When handed in at Local Office..... 19..... Port of... Rotterdam

No. in Survey held at... Krimpen a/d IJssel Date, First Survey... 2-8-39 Last Survey... 31-12-1939
Reg. Book. (Number of Visits... 15)on the... m.v. "BEVERLAND" Tons { Gross 387.09
Net 202.81

Built at... Krimpen a/d IJssel By whom built... C. & A. Giesse & Zonen Yard No. 661 When built... 1939

Owners... N.V. Scheepvaart en Steenkolen Maatschappij Port belonging to... Rotterdam

Electrical Installation fitted by... P. J. Schachter & Houwens' Electrotechn. N.V. Contract No. When fitted... 1939

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

Have plans been submitted and approved... yes System of Distribution... two conductor insulated Voltage of supply for Lighting... 110

Heating... Power... 110 Direct or Alternating Current, Lighting... D.C. Power... D.C. If Alternating Current state frequency... Prime Movers,

has the governing been tested and found efficient when the whole 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

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... yes and the results found as per rule... yes Are the lubricating arrangements and the construction

of the generators as per rule... yes Position of Generators... in engine room main generator on portside
auxiliary generator on starboard side
shaft driven generator

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 engine room against forward bulkhead

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... switches and fuses are mounted on a steel framework enclosed in a steel compartment, 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... a double pole switch

a double pole fuses - battery: a double pole change over switch, a double pole switch with reversed

current trip, double pole fuses & battery charge & discharge control a quadr. pole change over switch with

and for each outgoing circuit... a double pole switch or a double pole change over switch alternatively & double pole

fuses (the battery can only supply to the lighting installation and to the wireless station)

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

ammeters... 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... two pairs of earth fault indicating lamps

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Lloyd's Register
Foundation

PARTICULARS OF GENERATING PLANT.								
DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.	
		Kilowatts.	Volts.	Ampères.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.
MAIN ...	1	66	115	574	600	oil engine	diesel oil	above 150°F.
main engine-driven	1	9	115	78	900	" "	" "	" "
	1	5.5	115	48	910/600	" "	" "	" "
EMERGENCY ...								
ROTARY TRANSFORMER								

[illegible]

MOTOR CABLES.									
ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.							
Flallast pump	1	10	1	60	79	99 ✓	30	"	"
Bilge pump	1	5	1	16	40	49 ✓	40	"	"
Air compressor	1	6	1	16	46.5	49 ✓	65	"	"
Oil fuel transfer pump	1	1.2	1	2.5	10.7	16.5 ✓	80	"	"
Oil purifiers	2	0.5	1	2.5		16.5 ✓	60-40	"	"
Windlass	1	18	1	70	140	150 $\frac{1}{2}$ hr ✓	310	"	"
Deck winches	4	15	1	70	116	150 $\frac{1}{2}$ hr ✓	180	"	"
Capestan	1	9	1	36	72	78 ✓	140	"	"
Steering gear motor	1	4	1	16	32	49 ✓	100	"	"

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.

Van Rietschoten & Houwers
Electrical Engineers

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass 17 ft. steering gear motor
17 ft. battery connections.

Minimum distance between electric generators or motors and steering compass 12 ft. steering gear motor
12 ft. battery connections.

The nearest cables to the compasses are as follows:—

A cable carrying 0.5 Ampères 1.5 feet from standard compass 1 feet from steering compass. compass lights.

A cable carrying 32 Ampères 1.5 feet from standard compass 10 feet from steering compass. supply to steering gear

A cable carrying 1.5 Ampères 1.7 feet from standard compass 1.2 feet from steering compass. battery cables.

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 2 1/2 degrees on every course in the case of the standard compass, and 2 1/2 degrees on every course in the case of the steering compass.

MAAMLOOZE VENNOOTSCHAP
G. VAN DER GIESSEN & ZONEN'S
SCHEEPSWERVEN

Builder's Signature.

Date

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

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

The electrical equipment on this vessel has been fitted on board under special survey, tested under full working conditions and found satisfactory. The material and workmanship are good and the installation merits in my opinion the Committee's approval.

Noted

15/11/39

Total Capacity of Generators 70.5 Kilowatts.

The amount of Fee ... £ 365.00 : When applied for, 7.11.1939

Travelling Expenses (if any) £ 11.00 : When received, 20/12/1939

H. Van der Wijk.

Surveyor to Lloyd's Register of Shipping.

FRI. 17 NOV 1939

Committee's Minute

Assigned

See Rot. No. 28639