

Rpt. 13.

No. 1000

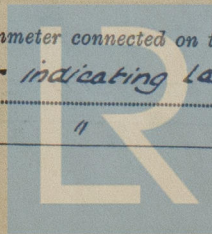
REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report 17/4 1940 When handed in at Local Office 19 Port of Groningen
 No. in Survey held at Westerbroek Date, First Survey 8/4/40 Last Survey 16/4/1940
 Reg. Book. on the my "LOLA" (Number of Visits 2)
 Tons { Gross 499
 Net 320
 Built at Westerbroek By whom built Messrs N.V. E. J. Smit & Zoon Yard No. 662 When built 1940
 Owners N.V. E. J. SMIT & ZOON'S SCHEEPSWERVEN Port belonging to HOOGEZAND
 Electrical Installation fitted by Messrs H. G. Eckels, Hoogezand Contract No. 1 When fitted 1940
 Is vessel fitted for carrying Petroleum in bulk no Is vessel equipped with D.F. no 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 40
 Heating ✓ Power 220 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 Lighting F are they level compounded under working conditions yes,
 if not compound wound state distance between generators 4 yards 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
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: power generator on Portside, lighting generators
on Portside & 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 earthed yes and the prime movers and generators in metallic
 contact yes Switchboards, where are main switchboards placed in engine room against forward bulkhead, power board on
Portside, lighting board on Starboard side
 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 no panels are used, switches & fuses are mounted in metal casings, 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 Power generator: a double pole
switch & double pole fuses — lighting generators: a quad. pole change over switch, double pole fuses, an
automatic cut-in & cut-out switch and a double pole isolating switch — battery: double pole fuses / mounted near battery compartment
 and for each outgoing circuit Power circuits: each a double pole switch & double pole fuses — Lighting circuits:
each a double pole switch & double pole fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule yes Instruments on main switchboard power: one
ammeters lighting: one 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 power: one pair of earth fault indicating lamps
lighting: " " " " " " " " " " " "



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and where are the controlling switches fitted.....✓, are all fittings suitably ventilated.....✓
are all fittings and accessories constructed and installed as per Rule.....✓ Searchlight Lamps, No. of one, whether fixed or portable portable
....., are their fittings as per Rule.....✓ Heating and Cooking, is the general construction as per Rule.....✓
are the frames effectually earthed.....✓, are heaters in the accommodation of the convection type.....✓ Motors, are all motors constructed and
installed as per Rule.....✓ and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water,
steam and oil.....✓, if situated near unprotected combustible material state minimum distance from same horizontally.....✓ and vertically.....✓
Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing.....✓ Have certificates of test for motors under
100 BHP intended for essential services been supplied and the results found as per Rule.....✓ Control Gear and Resistances, are they constructed and
fitted as per Rule.....✓ Lightning Conductors, where required are they fitted as per Rule.....✓ Ships carrying Oil having a Flash Point
less than 150° F. Have all the special requirements of the Rules for such ships been complied with.....✓, are all fuses of the cartridge type.....✓
are they of an approved type.....✓ If portable lamps for use in dangerous spaces are supplied, are they of a self-contained battery-fed flameproof
type.....✓ Spare Gear, if the vessel is for open sea service have spares been provided as per Rule.....✓, are they suitably stored in dry
situations.....✓ Insulation Tests, has the insulation resistance of all circuits and apparatus been megger tested and found satisfactory.....✓

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 <i>Power</i> ...	<i>one</i>	<i>24</i>	<i>220</i>	<i>109</i>	<i>600</i>	<i>oil engine</i>	<i>diesel oil</i>	<i>above 150 °F.</i>
<i>Lighting</i>	<i>one</i>	<i>2</i>	<i>48/70</i>	<i>41.8/28.5</i>	<i>140/100</i>	<i>main engine</i>	<i>" "</i>	<i>" "</i>
<i>"</i>	<i>one</i>	<i>3</i>	<i>48/70</i>	<i>60/42</i>	<i>1000</i>	<i>Aux. oil engine</i>	<i>" "</i>	<i>" "</i>
EMERGENCY ...								
ROTARY TRANSFORMER								

ALL IMPORTANT MOTORS TO BE ENUMERATED.	No.	B.H.P.							
Main. huge line pump	1	6	1	6	24	29	90	"	"
Oil fuel transfer pump	1	25	1	1.5	2	9.5	75	"	"
Windlass	1	10	1	10	42	50 1/2 hp	30	"	"
Winch forward	1	10	1	10	42	50 1/2 hp	20	"	"
Winch aft	1	10	1	10	42	50 1/2 hp	40	"	"

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.

By: HERMAN G. ECKELS

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass aux. lighting generator : 27 feet

Minimum distance between electric generators or motors and steering compass aux. lighting generator : 22 feet

The nearest cables to the compasses are as follows:—

A cable carrying 60 Ampères 24 feet from standard compass 10 feet from steering compass.

A cable carrying 15 Ampères 15 feet from standard compass 14 feet from steering compass.

A cable carrying 4 Ampères 6 feet from standard compass 6 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 nil degrees on every course in the case of the standard compass, and nil degrees on every course in the case of the steering compass.

Builder's Signature.

Date

Is this installation a duplicate of a previous case yes If so, state name of vessel my B.U.C.

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

The electrical equipment of 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.

W. H. L.
13/5/40

Total Capacity of Generators 20 Kilowatts.

The amount of Fee ... £ 264.00 : { When applied for, 19.....
Travelling Expenses (if any) £ : { When received, 19.....

W. H. L.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 14 MAY 1940

Assigned

See Gen. 76 100^a