

REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report *12th Decr* 1928 When handed in at Local Office

19

Port of

Copenhagen

No. in Survey held at

Copenhagen

Date, First Survey

4th September

Last Survey

2nd December 1928

Reg. Book.

(Number of Visits *27*)92052 on the *Twin Screw Motor Vessel "SANDAR."*

Tons

Gross *7038.13*Net *4549.01*

Built at

Copenhagen

By whom built

*Akt. Burmeister & Wain's Masking & Skibsbjggeri*Yard No. *549*When built *1928*Owners *Thors's Olieriaktiselskab (G. Thors)*

Port belonging to

*Sandefjord*Electric Light Installation fitted by *Akt. Burmeister & Wain's Masking & Skibsbjggeri*. Contract No. *549*. When fitted *1928*

System of Distribution

Two conductor, insulated system.

Pressure of supply for Lighting

110

volts, Heating

✓

volts, Power

220

volts.

Direct or Alternating Current, Lighting

Direct current.

Power

Direct current.

If alternating current system, state frequency of periods per second

✓

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off

Yes.

Generators, do they comply with the requirements regarding rating

Yes.

are they compound wound

Yes.

are they over compounded 5 per cent.

Nil per cent.

if not compound wound state distance between each generator

✓

Where more than one generator is fitted are they arranged to run in parallel

Yes.

is an adjustable regulating resistance fitted in series with each shunt field

Yes.

Are all terminals accessible, clearly marked, and furnished with sockets

Yes.

are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched

Yes.

Are the lubricating arrangements of the generators as per Rule

Yes.

Position of Generators

In the machinery space.

is the ventilation in way of the generators satisfactory

Yes.

are they clear of all inflammable material

Yes.

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators

Not situated near unprotected woodwork or other combustible material.

are the generators protected from mechanical injury and damage from water, steam or oil

Yes.

are their axes of rotation fore and aft

Yes.

Earthing, are the bedplates and frames of the generating plant efficiently earthed

Yes.

are the prime movers and their respective generators in metallic contact

Yes.

Main Switch Boards, where placed

In the machinery space.

If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard

✓

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes

Yes.

are they protected from mechanical injury and damage from water, steam or oil

Yes.

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards

Not situated near unprotected woodwork or other combustible material.

are they constructed wholly of durable, non-ignitable non-absorbent materials

Yes.

is all insulation of high dielectric strength and of permanently high insulation resistance

Yes.

if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework

Yes.

and is the frame effectively earthed

Yes.

Are the fittings as per Rule regarding: — spacing or shielding of live parts

Yes.

accessibility of all parts

Yes.

absence of fuses on back of board

Yes.

proportion of omnibus bars

Yes.

individual fuses to voltmeter, pilot or earth lamp

Yes.

connections of switches

Yes.

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

*For each generator**a 3 pole circuit breaker with overload and reversed current trips.**For each outgoing circuit, a double pole switch and a double pole fuse.*

Instruments on main switchboard

4 ammeters*3* voltmeters

synchronising device for paralleling purposes.

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

*One voltmeter for 220 volts**and one voltmeter for 110 volts are provided with same scale and the main switchboard is provided with 2 sets of earth testing lamps.*

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules

Yes.

Joint Boxes Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule

Yes.

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W159-0013 1/2

If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office.....

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All Conductors are of annealed copper conforming to British Standard Specification No. 7.
The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.
The foregoing is a correct description.

AKTIESELSKABET
BURMEISTER & WAINSKIN- OG SKIBSBYGGERI

Electrical Engineers.

Date

COMPASSES.

Distance between electric generators or motors and standard compass *abt. 66 metres*

Distance between electric generators or motors and steering compass " *67 "*

The nearest cables to the compasses are as follows:—

A cable carrying *3.7* Ampères *abt 9* feet from standard compass and *abt 12* feet from steering compass.

A cable carrying *0.14* Ampères *to the lamp is not from* standard compass *and in* 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 *Nil* degrees on *all* course in the case of the standard compass, and *Nil* degrees on *all* course in the case of the steering compass.

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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, opinions as to class, &c.)

The whole electric power and lighting installation as above described has been fitted in accordance with the requirements of the Society's Rules, the approved plan and the Secretary's letter E. dated the 3rd August 1928.

The material used in the installation is of superior quality and the workmanship is of good description in every respect.

The whole electric installation has been tested under full power working condition and found to work satisfactorily.

It is submitted that
this vessel is eligible for
THE RECORD.

Elec. Light

J.S.A.

9/1/29.

Recommend the vessel to have notation in the Register Book of Electric Light.

Total Capacity of Generators

217 ~~KW~~ 231 KW

Kilowatts.

The amount of Fee ...

£ 606.97

When applied for,

28/12/28

When received,

24/1/29

Travelling Expenses (if any) £

A.C. Fyfe

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Elec Light



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