

Rpt. 13.

No. 1780.

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL) 26 MAR 1936

Received at London Office

Date of writing Report 23. 3. 1936 When handed in at Local Office

10 Port of BREMEN

No. in Survey held at WESERMÜNDE

Date, First Survey 3rd Jan. 36 Last Survey 7th March 1936

Reg. Book.

(Number of Visits 10)

37972 on the STEEL SINGLE SC. STEAMER ETHIOPIAN

Tons { Gross 5424
Net 3203

Built at WESERMÜNDE

By whom built DEUTSCHE SCHIFF UND MASCHINENBAU AG
WERK: SEEBECK

Yard No. 896 When built 1936

Owners UNITED AFRICA COMPANY

Port belonging to LIVERPOOL

Electric Light Installation fitted by WICHMANN & CO

Contract No. - When fitted 1936

Is the Vessel fitted for carrying Petroleum in bulk no

System of Distribution Two wire system ✓

Pressure of supply for Lighting 110 volts, Heating 110 volts, Power 110 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 temperature rise yes, are they compound wound yes

are they over compounded 5 per cent. yes, if not compound wound state distance between each generator -

Where more than one generator is fitted are they arranged to run in parallel no, is an adjustable regulating resistance fitted in

series with each shunt field yes Have certificates of test results for machines under 100 kw. been submitted and

approved yes Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing -

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 Engine room starboard side, 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 - and -

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 Engine room starboard side

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 - and - 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

is it of an approved type 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 - is the non-hygroscopic insulating material of an approved

type - 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, temperature rise of

omnibus bars yes, individual fuses to voltmeter, pilot or earth lamp yes, are moving parts of switches alive in the

"off" position no are all screws and nuts securing connections effectively locked yes are any fuses fitted on the live side of

switches no Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

For each generator and for each outgoing circuit a double pole linked switch and a fuse on each pole

Are turbine driven generators fitted with emergency trip switch as per rule - Are cupboards or compartments containing switchboards composed of

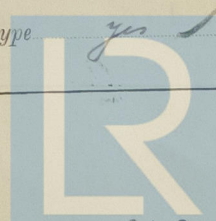
fire-resisting material or lined with approved material - Instruments on main switchboard 2 ammeters 2

voltage meters - synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

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

2 Earth lamps Switches, Circuit Breakers and Fusible Cut-outs,

do these comply with the requirements of the Rules yes are the fusible cutouts of an approved type yes have the reversed



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Spare Gear, if the vessel is for open sea service have spares been supplied as per rule yes

[illegible]

All Conductors are of annealed copper conforming to British Standard Specification No. 7 (or International Electro-technical Commission Publication No. 28).

The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

Wiechmann & Co.
Wiechmann & Co.

Electrical Engineers.

Date *Bremen*
11. III. 36

COMPASSES.

Distance between electric generators or motors and standard compass *16 feet*

Distance between electric generators or motors and steering compass *18 "*

The nearest cables to the compasses are as follows:—

A cable carrying *5* Ampères *10* feet from standard compass *16* feet from steering compass.

A cable carrying *0.2* Ampères *done to* feet from standard compass *done to* 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.

Deutsche Schiff- und Maschinenbau Aktiengesellschaft

Work: *Sebeck*

Wesermünde

Builder's Signature.

Date *20. 3. 36*

Is this installation a duplicate of a previous case *yes* If so, state name of vessel *NIGERIAN*

General Remarks (State quality of workmanship, opinions as to class, &c. *This Electric Installation*)

has been fitted in accordance with the approved plans, the Secretary's letters and in conformity with the requirements of the Rules. The materials used in the construction and the workmanship are of good quality. Regarding conductors the German Standards have been applied generally. The whole Installation has been tested under working condition and found in order.

Noted

Yes

27.3.36

Total Capacity of Generators *30* Kilowatts.

The amount of Fee ... *RM 450* : *24.3.36*

Travelling Expenses (if any) £ : *24.4.36*

A. Parstun
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 27 MAR 1936

Assigned

See other Rpt

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