

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

20 OCT 1939

Received at London Office

Date of writing Report... 7 Oct 1939 When handed in at Local Office... 19... Port of Amsterdam

No. in Survey held at Amsterdam Date, First Survey 6 July Last Survey 27 Sept 1939
Reg. Book. (Number of Visits... 15...)on the m.v. "TARIA" Tons { Gross 10354.34
Net 6146.14

Built at Amsterdam By whom built N.V. Ned. Scheepshav. M.Y. Yard No. 273 When built 1939

Owners N.V. Petroleum M.Y. "La Corona" Port belonging to s. Cravenhage

Electrical Installation fitted by N.V. Groenewald, van der Poll & Co. Contract No. When fitted 1939

Is vessel fitted for carrying Petroleum in bulk yes Is vessel equipped with D.F. yes E.S.D. yes 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 yes 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 yes 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

positive pole Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing yes 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 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 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 marble, 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 yes 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 provided

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 steam driven generator:

a double pole change over switch & double pole fuses — diesel driven generator: a double

pole switch & double pole fuses

and for each outgoing circuit a double pole change over switch & double pole fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule yes Instruments on main switchboard 2

ammeters 2 voltmeters synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection yes Earth Testing, state means provided two pairs of earth fault indicating lamps

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.

N.V. Groeneveld, Van der Poll & Co's

M. Mulder

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass 40 feet (converter of wireless transmitter)

Minimum distance between electric generators or motors and steering compass 30 feet (" " " ")
30 feet (ventilator of midship accommodation)

The nearest cables to the compasses are as follows:—

A cable carrying .10 Ampères 1.5 feet from standard compass 1.5 feet from steering compass (compass lighting)

A cable carrying .7 Ampères 6.5 feet from standard compass 3 feet from steering compass (electr. telegraph)

A cable carrying .2 Ampères 10 feet from standard compass 7 feet from steering compass (wheelhouse light)

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 M.V. "TIBIA" Amst. 15720

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.

Wid
L.H.
25/10/39

Total Capacity of Generators 40 Kilowatts.

The amount of Fee ... £ 300.00 : When applied for, 13-10-1939

Travelling Expenses (if any) £ 12.1- : When received, 25/10/1939

W. J. van der Wijk
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See Amst JE 15788

(MADE IN ENGLAND.)
2m.10.38.—Transfer.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



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