

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

AUG 10 1939

Received at London Office.....

Date of writing Report 4 August 1939 When handed in at Local Office.....19..... Port of AmsterdamNo. in Survey held at Amsterdam Date, First Survey 8 May Last Survey 21 July 1939
Reg. Book. (Number of Visits.....14.....)30936 on the m.s. "ONDINA" Tons { Gross 6341
Net 3606Built at Amsterdam By whom built Ned. Dok. Mij. Yard No. 71 When built 1939Owners N.V. Petroleum M'la Carona Port belonging to 's GravenhageElectrical Installation fitted by Groeneweld, van der Poll & Co Contract No. When fitted 1939Is vessel fitted for carrying Petroleum in bulk yes Is vessel equipped with D.F. yes E.S.D. yes Gy.C. no Sub.Sig. noHave plans been submitted and approved yes System of Distribution two conductor insulated Voltage of supply for Lighting 110Heating ✓ 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 atrip switch as per Rule ✓ Generators, are they compound wound yes, are they level compounded under working conditions yesif not compound wound state distance between generators ✓ and from switchboard ✓ Where more than one generator is fitted are theyarranged to run in parallel no, are shunt field regulators provided yes Is the compound winding connected to the negative or positive polepositive pole Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing ✓ Have certificates oftest for machines under 100 kw. been supplied yes and the results found as per rule yes Are the lubricating arrangements and the constructionof the generators as per rule yes Position of Generators in engine room on starboardsideis the ventilation in way of generators satisfactory yes are they clear of inflammable material yes, if situatednear unprotected combustible material state distance from same horizontally ✓ and vertically ✓, are the generators protected from mechanicalinjury and damage from water, steam and oil yes, are the bedplates and frames earthed yes and the prime movers and generators in metalliccontact yes Switchboards, where are main switchboards placed in engine room on starboardsideare they in accessible positions, free from inflammable gases and acid fumes yes, are they protected from mechanical injury and damage from water, steamand oil yes, if situated near unprotected combustible material state distance from same horizontally ✓ and vertically ✓, what insulationmaterial is used for the panels marble with mica bushings, if of synthetic insulating material is it an Approved Type ✓, if ofsemi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule yes Is the frame effectually earthed yesIs the construction as per Rule yes, including accessibility of parts yes absence of fuses on the back of the board yes Automatic switchgear equipment for submersed lighting is on the back of the board; ample space is provided. individual fusesto 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: adouble pole switch & double pole fusesand for each outgoing circuit a double pole change over switch & double pole fusesAre compartments containing switchboards composed of fire-resisting material or lined as per Rule yes Instruments on main switchboard 2ammeters 2 voltmeters ✓ synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to theequaliser connection ✓ Earth Testing, state means provided two pairs of earth fault indicating lamps

situations.....yes..... Insulation Tests, has the insulation resistance of all circuits and apparatus been megger tested and found satisfactory.....yes.....

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

Electrical Engineers.

Date.....9-8-07.....

Minimum distance between electric generators or motors and standard compass 40 ft. (converter of wireless station)

Minimum distance between electric generators or motors and steering compass.....30 ft / Converter of wireless station & midship ventilator

The nearest cables to the compasses are as follows:—

A cable carrying 10 Amperes 1 feet from standard compass 1 feet from steering compass. *Compass Lighting*

A cable carrying 7 Amperes 6.5 feet from standard compass 3 feet from steering compass. *electr. telegraph*

A cable carrying 15 Ampères 10 feet from standard compass 6.5 feet from steering compass. *Wheelhouse Lighting*

Have the compasses been adjusted with and without the electric installation at work at full power 4/29

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

Total Capacity of Generators.....40.....Kilowatts.

The amount of Fee \$300.00 : (When applied for,
.....8-8-1929.....)

Travelling Expenses (if any) £ 7.70 : When received. 4.9 39 78/8/9

Committee's Minute

Assigned.

Do not write on or below the space for Committee's Minute.)

TUE 15 AUG 1939

See FE machy vpl.

H. Vanderlyp. H. Munn
Surveyor to Lloyd's Register of Shipping

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