

Rpt. 13.

No. 21

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 28 JUN 1948

Date of writing Report 24th June 1948 When handed in at Local Office 19 Port of Nantes

No. in Survey held at Saint Nazaire Date, First Survey 16th July 47 Last Survey 19
Reg. Book. (Number of Visits.....)

81589 on the 5/8 "Saint Bertrand" ex Chemnitz Tons Gross 5522
Net 3310

Built at Vegesack By whom built Bremer Vulkan Yard No. When built 1929

Owners French Government Port belonging to St. Hanne

Electrical Installation fitted by 1 and 2 fitted by Mr Ch. de Penhach Contract No. 1 When fitted ?

Is vessel fitted for carrying Petroleum in bulk 910 Is vessel equipped with D.F. E.S.D. Gy.C. Sub.Sig.

Have plans been submitted and approved by G. System of Distribution Single wire Voltage of supply for Lighting 110 v

Heating 110 v Power 110 v Direct or Alternating Current, Lighting direct Power direct Alternating Current state periodicity Prime Movers,

has the governing been tested and found as per Rule when full 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 No Is the compound winding connected to the negative or positive pole

positive Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing by G. Have certificates of

test for machines under 100 kw. been supplied and the results found as per rule Are the lubricating arrangements and the construction

of the generators as per rule Yes Position of Generators in Engine Room Port side Longitudinal axis

, 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, on Port side on transverse

bulkhead of New room at about 6 feet aft of the generators

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 black insulation material seems to be, if of synthetic insulating material is it an Approved Type by G, 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 by G, including accessibility of parts Yes, absence of fuses on the back of the board No, 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 collector with local

brushes No balance wire Generators separated and connected on switchboard by

means of a switch on a set of bars for each generator

and for each outgoing circuit the circuits are fitted with change over switches for feeding with any

of the generators

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule by G. Instruments on main switchboard

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

equaliser connection 910 Earth Testing, state means provided will be tested as per rule when refitting completed

Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type Yes, are all fuses labelled as

per Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested, are the reversed current

protection devices connected on the pole opposite to the equaliser connection, have they been tested under working conditions, and at what current

did they operate Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule Yes

Cables, are they insulated and protected as per the appropriate Tables of the Rules Yes, if otherwise than as per Rule are they of an approved type

state maximum fall of pressure between bus bars and any point under maximum load, are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends Yes

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.

Electrical Engineers.

Date

COMPASSES.

Minimum distance between electric generators or motors and standard compass 15 inches

Minimum distance between electric generators or motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying 16 Ampères 15 feet from standard compass 8.5 feet from steering compass.

A cable carrying Ampères feet from standard compass 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 not yet, but will be

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted not yet

The maximum deviation due to electric currents was found to be degrees on course in the case of the standard compass, and degrees on course in the case of the steering compass.

Builder's Signature.

Date

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

Plans. Are approved plans forwarded herewith If not, state date of approval

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith

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

The electrical equipment of this vessel was established in 1929 and merged until 1939 by the Germanischer Lloyd's, and merged by Lloyd's Register's surveyors from 1939 till 1945. This vessel has been stopped in July 1947 for complete examination and repairs. The generators, fittings and all equipment has been examined, generally found in good condition but, owing to long repairs, permission to oil fuel burning and alterations in arrangement; nearly all circuits were taken off, and completely renewed.

All electric equipment is now in good and efficient condition and eligible, in my opinion, to be classed.

It will be tested, when finished, and it will be specified on the report of to be made out when the vessel will be ready to sail

Noted
8/10/48

Total Capacity of Generators 30 Kilowatts.

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

Committee's Minute

FRI. 5 NOV 1947

Assigned

Surveyor to Lloyd's Register of Shipping.



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Foundation