

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report 22nd July 44 When handed in at Local Office 7th Dec. 44 Port of Barcelona Received at London Office 29 JAN 1945

No. in Survey held at Valencia Date, First Survey 12th July Last Survey 10th Aug. 1943
Reg. Book. on the M/V "VIRGEN DEL PILAR" (Number of Voids 7)

Built at Valencia By whom built Union Naval de Levante Yard No. 41 When built 1944
Owners D. Vicente Anselat Port belonging to Palma de Mallorca

Electric Light Installation fitted by Union Naval de Levante Contract No. / When fitted 1943
Is the Vessel fitted for carrying Petroleum in bulk no

System of Distribution Constant pressure, independent, 2 wire system.

Pressure of supply for Lighting 110 volts, Heating / volts, Power 110 volts.

Direct or Alternating Current, Lighting direct Power direct

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. /, 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 no 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 Diesel Gen. eng. room centre (ps) Gen. driven by M. eng. intermediate shaft engine room aft. (ps)

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 At eng. room (ps) above platform level

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 same compartment

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 marble panel, is it of an approved type yes

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

is the non-hygroscopic insulating material of an approved type 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, temperature rise of omnibus bars /

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

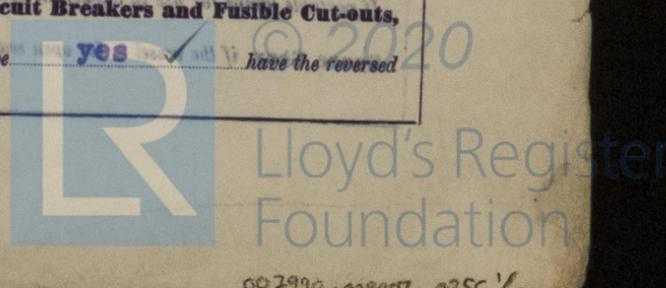
Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches ordinary or normal blade or rotatory switches

Are turbine driven generators fitted with emergency trip switch as per rule yes Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material yes

Instruments on main switchboard one ammeters one voltmeters / synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection /

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system by means of two lamps connecting each pole to earth

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 /



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.

Electrical Engineers. Date

COMPASSES

Distance between electric generators or motors and standard compass **smallest 30 mts.**
 Distance between electric generators or motors and steering compass **30 mts.**
 The nearest cables to the compasses are as follows :—
 A cable carrying **0.65** Ampères feet from standard compass **1.50 mts** 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 **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 degrees on course in the case of the standard compass, and degrees on course in the case of the steering compass.
 UNION NAVAL DE LEVANTE, S.A.
 Factoria de Valencia
 P.P. *[Signature]* Builder's Signature. Date

Is this installation a duplicate of a previous case **yes** If so, state name of vessel **"VIRGEN DE LA ESPERANZA"**

General Remarks (State quality of workmanship, opinions as to class, etc.)
 This installation has been satisfactorily fitted in accordance with the Rules and approved plans, all tests have been carried out as required by the Rules.
 The material and workmanship are good.
 Plans showing installation as fitted on board are enclosed herewith.
 In my opinion this installation is eligible to be classed in this Society.

Total Capacity of Generators **8 8 8.74** Kilowatts.

The amount of Fee ... **Ptas. 480.-** : When applied for, **22-7-44**
 Travelling Expenses (if any) £ : : When received, **/**

[Signature]
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI, 13 JUL 1945**
 Assigned *See fe machy report*

low 22.7.45

2m.5.34.—Transfer. The Surveyors are requested not to write on or below the space for Committee's Minute.