

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

JUL 21 1937

Received at London Office

Date of writing Report 16-7-1937 When handed in at Local Office

19

Port of Rotterdam

No. in Survey held at
Reg. Book.

Balnes

Date, First Survey

0-6-34

Last Survey

2-7-

1937

(Number of Visits.....)

on the

motor vessel

"T.O.W. S"

Tons

Gross

Net

Built at

Balnes

By whom built

N.V. Boels

Yard No.

866

When built

1937

Owners

Rotterdamse Kustvaart Centrale

Port belonging to

Rotterdam

Electric Light Installation fitted by

N.V. A. de Hoop R'dam

Contract No.

When fitted

1937

Is the Vessel fitted for carrying Petroleum in bulk

no.

System of Distribution

two wire

Pressure of supply for Lighting

32

volts, Heating

volts, Power

volts.

Direct or Alternating Current, Lighting

direct current

Power

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

Generators, do they comply with the requirements regarding temperature rise

yes

, are they compound wound

no

are they over compounded 5 per cent.

Where more than one generator is fitted are they arranged to run in parallel

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

Have certificates for generators under 100 kw. been supplied and approved

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

in motorroom

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

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

in motorroom

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

type

yes

, and is the frame effectively earthed

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

double pole switches with two single pole fuses.

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

one

ammeters

one

voltage meters

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

two earth detector 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

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

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Foundation

The Electrical Equipment is installed in accordance with the approved plans.

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

The foregoing is a correct description.

[Signature]
N.V. Elektrotechn. Bure. A. de Hoop

Electrical Engineers.

Date 16-7-37

COMPASSES.

Minimum distance between electric generators or motors and standard compass 30 feet

Minimum distance between electric generators or motors and steering compass 24 feet

The nearest cables to the compasses are as follows:—

A cable carrying 0.5 Ampères 2 feet from standard compass 2 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 Geo

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 nihil degrees on every course in the case of the standard compass, and nihil degrees on every course in the case of the steering compass.

N.V. Boele & Scheepswerven
en Machinebouw

[Signature]
Builder's Signature.

Date 19/7/37

Is this installation a duplicate of a previous case no If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This installation has been made and fitted in accordance with the approved plan, Society's Rules and Secretary's letters. It has been tested under full working condition and found satisfactory and merits in my opinion the approval of the Committee.

Noted

Shun

29.7.37

Total Capacity of Generators 2½ Kilowatts. ✓

The amount of Fee ... £ 60.00

When applied for,

20.7.19.37

When received.

4.8.37

Travelling Expenses (if any) £

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

Committee's Minute

FRI 30 JUL 1937

Assigned

See other F.E. rpt



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