

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

MAY 1948

Date of writing Report. 27-4-48 When handed in at Local Office. 7th May 1948 Port of Sunderland.

No. in Survey held at Sunderland Date, First Survey 2.1.48 Last Survey 28.4.1948 Reg. Book. M.V. "INTERPRETER" (Number of Visits. 25)

on the Tons { Gross 6815 Net 4027 Built at Sunderland By whom built Wm Doxford & Sons Ltd Yard No. 447 When built 1948

Owners. Chartered S.S. Co. (T.G. Hemmings - Mops). Port belonging to Liverpool

Electrical Installation fitted by Campbell & Eslerwood Ltd Contract No. 747 When fitted 1948

Is vessel fitted for carrying Petroleum in bulk. No 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-Wire insulated Voltage of supply for Lighting 220

Heating. - Power 220 Direct or Alternating Current, Lighting. Yes Power Yes If 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. - 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. Yes, are shunt field regulators provided. Yes. Is the compound winding connected to the negative or positive pole

Negative. 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. 6 ft from hull level, port side of main engines

, 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. on raised deck, port side of engine room.

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. Heavy "Sindamyo" 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. - 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

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. a triple-pole (one pole

for equaliser) air break circuit breaker fitted with 5/27 A.P. current tripping devices.

and for each outgoing circuit. a double-pole quick-break knife switch and double-pole fuse.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule. Yes. Instruments on main switchboard. 3

ammeters. 3 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. 5 lamps connected to E through fuses + fuses.

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. 157%, are the reversed current

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

did they operate. 40%. 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. > 13%, 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.

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with insulating compound or waterproof insulating tape yes. Are all the cable runs in accessible positions, not exposed to drip or accumulation of water or oil, high temperatures or risk of mechanical damage. yes, are cables laid under machines or floorplates no, if so, are they adequately protected. Are cables in machinery spaces, galleys, laundries, etc., lead covered yes or run in conduit. State how the cables are supported and protected main feeds along decks in black trough with cover plate: In accommodation H.R. cables on the surface protected as required by wood or metal guards.

Are all lead sheaths, armouring and conduits effectually bonded and earthed. yes. Refrigerated chambers, are the cables and fittings as per Rule. yes. Are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands. yes, where unarmoured cables pass through beams, etc., are the holes effectively bushed. yes and with what material. Lead or fibre. Alternative Lighting, are the groups of lights in the engine and boiler rooms arranged as per Rule. yes. Emergency Supply, state position. — and method of control. —

Navigation Lamps, are they separately wired. yes controlled by separate double pole switches. yes and fuses. yes. Are the switches and fuses in a position accessible only to the officers on watch. yes, is an automatic indicator fitted. yes. Secondary Batteries, are they constructed and fitted as per Rule. —, are they adequately ventilated. — what is the battery capacity in ampere hours. —

Fittings, are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, weatherproof. yes. Are fittings installed where readily combustible materials or inflammable or explosive dust or gases are likely to be present. no, if so, how are they protected. —

and where are the controlling switches fitted. —, are all fittings suitably ventilated. yes

are all fittings and accessories constructed and installed as per Rule. yes. Searchlight Lamps, No. of —, whether fixed or portable. —, are their fittings as per Rule. —. Heating and Cooking, is the general construction as per Rule. —

are the frames effectually earthed. —, are heaters in the accommodation of the convection type. —. Motors, are all motors constructed and installed as per Rule. yes and placed in well-ventilated compartments in which inflammable gases cannot accumulate and free from damage from water, steam and oil. yes, if situated near unprotected combustible material state minimum distance from same horizontally. — and vertically. —. Are motors coupled to oil fuel transfer and unit pressure pumps capable of being stopped from a position accessible in the event of fire in the pump compartment. yes

Have motors of 100 BHP and over been inspected by the Surveyors during manufacture and testing. —. Have certificates of test for motors under 100 BHP intended for essential services been supplied and the results found as per Rule. yes. Control Gear and Resistances, are they constructed and fitted as per Rule. yes. Lightning Conductors, where required are they fitted as per Rule. —. Ships carrying Oil having a Flash Point less than 150° F. Have all the special requirements of the Rules for such ships been complied with. —, are all fuses of the cartridge type. —

are they of an approved type. —. Are the fittings for pump rooms, 'tween deck spaces, etc., in accordance with the special requirements for such ships. —. Are the cables lead covered as per Rule. —. Spare Gear, if the vessel is for open sea service have spares been provided as per Rule. yes, are they suitably stored in dry situations. yes. Insulation Tests, has the insulation resistance of all circuits and apparatus been tested and found satisfactory. yes.

PARTICULARS OF GENERATING PLANT.

| DESCRIPTION OF GENERATOR. | No. of | RATED AT | | | | DRIVEN BY | WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE. | |
|---------------------------|--------|------------|--------|-------|----------------|-------------------------|--|----------------------|
| | | Kilowatts. | Volts. | Amps. | Revs. per Min. | | Fuel Used. | Flash Point of Fuel. |
| MAIN | 3 | 150 | 220 | 682 | 600 | Vertical Diesel Engines | Diesel oil above 150° | |
| EMERGENCY | | | | | | | | |
| ROTARY TRANSFORMER | | | | | | | | |

GENERATOR CABLES.

| DESCRIPTION. | KILOWATTS. | CONDUCTORS. | | MAXIMUM CURRENT IN AMPERES. | | APPROX. LENGTH (load plus return feet). | INSULATED WITH. | HOW PROTECTED. |
|---------------------------|------------|---------------------------|--|-----------------------------|-------|---|-----------------|----------------|
| | | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm. | In the Circuit. | Rule. | | | |
| MAIN GENERATOR | 1 | 150 | 2 37/103 | 682 | 770 | 140 | V.C. | L.C.B. |
| " " EQUALISER | | | 1 37/103 | 385 | 70 | | " | " |
| " " EQ. | 2 | 150 | 2 37/103 | 682 | 770 | 140 | " | " |
| " " EQ. | 3 | 150 | 2 37/103 | 682 | 770 | 64 | " | " |
| " " EQ. | | | 1 37/103 | 385 | 32 | | " | " |
| EMERGENCY GENERATOR | | | | | | | | |
| ROTARY TRANSFORMER: MOTOR | | | | | | | | |
| " " GENERATOR | | | | | | | | |

MAIN DISTRIBUTION CABLES.

| DESCRIPTION. | CONDUCTORS. | | MAXIMUM CURRENT IN AMPERES. | | APPROX. LENGTH (load plus return feet). | INSULATED WITH. | HOW PROTECTED. |
|--------------------------------------|---------------------------|--|-----------------------------|-------|---|-----------------|----------------|
| | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm. | In the Circuit. | Rule. | | | |
| AUX. SWITCHBOARDS AND SECTION BOARDS | | | | | | | |

LIGHTING AND HEATING, ETC., CABLES.

| DESCRIPTION. | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm. | In the Circuit. | Rule. | APPROX. LENGTH (load plus return feet). | INSULATED WITH. | HOW PROTECTED. |
|---------------------------------------|---------------------------|--|-----------------|-------|---|-----------------|----------------|
| WIRELESS | | | | | | | |
| NAVIGATION LIGHTS | | | | | | | |
| LIGHTING AND HEATING | | | | | | | |
| Machinery Space Ltg. 'M-1' off S.B.M. | 1 | 7/036 | 17 | 28 | 310 | V.C. | L.C.B. |
| " " " 'M-2' " | 1 | 7/036 | 18 | 28 | 82 | " | " |
| Foremast House Ltg. DB 'D' | 1 | 7/036 | 4 | 28 | 410 | " | " |
| Engine Room Ltg. 'E' off 'D' | 1 | 7/036 | 14 | 28 | 150 | " | " |
| Masthead House Ltg. " | 1 | 7/036 | 12 | 28 | 220 | " | " |

MOTOR CABLES.

| ALL IMPORTANT MOTORS TO BE ENUMERATED. | No. | B.H.P. | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm. | In the Circuit. | Rule. | APPROX. LENGTH (load plus return feet). | INSULATED WITH. | HOW PROTECTED. |
|--|-----|--------|---------------------------|--|-----------------|-------|---|-----------------|----------------|
| Oil Fuel Preparators | 4 | 3 | 1 | 7/036 | 13 | 28 | 310 | V.C. | L.C.B. |
| Fuel Water Cooling Pump | 2 | 1 | 1 | 3/036 | 5 | 10 | 210 | V.C. | " |
| Oil Fuel Transfer Pump | 2 | 4 | 1 | 7/036 | 17 | 28 | 130 | V.C. | " |
| Oil Burning Unit Fan | 1 | 3 | 1 | 7/036 | 13 | 28 | 100 | " | " |
| Priming Pump | 1 | 1.5 | 1 | 3/036 | 7 | 10 | 160 | V.C. | " |
| Water Fans Motor | 3 | 1.5 | 1 | 3/036 | 7 | 10 | 140-204 | " | " |
| Workshop Motor | 1 | 3 | 1 | 7/036 | 13 | 28 | 120 | V.C. | " |
| Boilers Motor | 1 | 3 | 1 | 7/036 | 13 | 28 | 80 | " | " |
| Vent Fan Motor | 3 | 1.5 | 1 | 3/036 | 7 | 10 | 140-180 | V.C. | " |
| Bridge Pump | 1 | 9 | 1 | 7/044 | 38 | 42 | 40 | V.C. | " |
| Refinery Motor (Shipper Deck) | 1 | 4 | 1 | 7/044 | 17 | 42 | 70 | " | " |
| Sea Water Circ. Pump | 1 | 9 | 1 | 7/044 | 38 | 42 | 70 | " | " |
| Remark Service Pump | 1 | 9 | 1 | 7/044 | 38 | 42 | 70 | " | " |

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

Minimum distance between electric generators or motors and steering compass

The nearest cables to the compasses are as follows:-

A cable carrying Ampères feet from standard compass 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

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted

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.)

Total Capacity of Generators Kilowatts.

The amount of Fee £ : : When applied for, : : 19.....

Travelling Expenses (if any) £ : : When received, : : 19.....

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 MAY 1948

Assigned In minute see A.E. Ppt

MAIN DISTRIBUTION CABLES.

| DESCRIPTION. | CONDUCTORS. | | MAXIMUM CURRENT IN AMPERES. | | APPROX. LENGTH (lead plus return feet). | INSULA-TED WITH. | HOW PROTECTED. |
|--------------------------------------|---------------------------|---|-----------------------------|-------|---|------------------|----------------|
| | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands Sq. ins. or sq. mm. | In the Circuit. | Rule. | | | |
| AUX. SWITCHBOARDS AND SECTION BOARDS | | | | | | | |
| Windlass Main Section Panel 'A' | 2 | 87/108 | 300 | 770 | 544 P. 592 S. | V.C. | L.C.B. |
| Windlass Section Panel - 'B' | 1 | 19/083 | 170 | 191 | 130 | " | " |
| Windlass Section Panel - 'C' | 1 | 19/083 | 170 | 191 | 140 | " | " |
| Windlass Main Section Panel 'D' | 2 | 87/064 | 182 | 420 | 520 P. 370 S. | " | " |
| Bridge Lighting Section Panel 'G' | 1 | 7/044 | 12 | 42 | 324 | " | " |
| Officers " " " 'H' | 1 | 7/044 | 10 | 42 | 310 | " | " |
| Aft " " " 'K' | 1 | 7/044 | 16 | 42 | 512 | " | " |
| Engine " " " 'L' | 1 | 7/064 | 20 | 75 | 120 | " | " |
| Machinery Store Rtg " " 'M' | 1 | 7/044 | 16 | 42 | 28 | " | " |
| Large Rtg " " 'O' | 1 | 7/044 | 22 | 42 | 120 | " | " |
| Ventilation Fans " " 'R' | 1 | 7/052 | 42 | 57 | 180 | " | " |
| Engine Room Panel " " 'L1' | 1 | 19/064 | 62 | 135 | 190 | " | " |
| " " " " 'M1' | 1 | 19/064 | 75 | 135 | 310 | " | " |
| " " " " 'N1' | 1 | 19/083 | 47 | 191 | 120 | " | " |

LIGHTING AND HEATING, ETC., CABLES.

| DESCRIPTION. | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands Sq. ins. or sq. mm. | In the Circuit. | Rule. | APPROX. LENGTH (lead plus return feet). | INSULA-TED WITH. | HOW PROTECTED. |
|------------------------------------|---------------------------|---|-----------------|-------|---|------------------|----------------|
| WIRELESS | 1 | 7/044 | 20 | 42 | 200 | V.C. | L.C.B. |
| NAVIGATION LIGHTS | 1 | 7/036 | 8 | 28 | 370 | " | " |
| HEATING AND LIGHTING | | | | | | | |
| Forward Lighting D.B '5' | 1 | 7/036 | 5 | 28 | 660 | V.C. | L.C.B. |
| Deck Cable Projector | 1 | 7/044 | 40 | 42 | 960 | " | " |
| Motor Connection | 1 | 19/083 | - | 191 | 106 | " | " |
| Weather Lighting '9.1' off SB 'G' | 1 | 7/036 | 12 | 28 | 80 | " | " |
| Below Deck Rtg '9.2' " " | 1 | 7/036 | 12 | 28 | 20 | " | " |
| Officers Room Rtg '4.1' off SB 'H' | 1 | 7/036 | 10 | 28 | 20 | " | " |
| " " " '4.2' " " | 1 | 7/036 | 14 | 28 | 40 | " | " |
| Windlass Room Rtg 'J.1' off SB 'J' | 1 | 7/036 | 3 | 28 | 760 | " | " |
| Port Deck Rtg 'K.1' off SB 'K' | 1 | 7/036 | 6 | 28 | 40 | " | " |
| Starboard Deck Rtg 'K.2' " " | 1 | 7/036 | 8 | 28 | 10 | " | " |
| Engine Rtg 'L.1' off SB 'L' | 1 | 7/036 | 12 | 28 | 100 | " | " |
| " " 'L.2' " " | 1 | 7/036 | 14 | 28 | 20 | " | " |
| " " 'L.3' " " | 1 | 7/036 | 11 | 28 | 80 | " | " |
| " " 'L.4' " " | 1 | 7/036 | 10 | 28 | 40 | " | " |

MOTOR CABLES.

| ALL IMPORTANT MOTORS TO BE ENUMERATED. | No. | B.H.P. | No. in Parallel Per Pole. | Sectional Area or No. and Dia. of Strands Sq. ins. or sq. mm. | In the Circuit. | Rule. | APPROX. LENGTH (lead plus return feet). | INSULA-TED WITH. | HOW PROTECTED. |
|--|-----|--------|---------------------------|---|-----------------|-------|---|------------------|----------------|
| Windlass Motor | 1 | 140 | 2 | 87/108 | 575 | 770 | 200 P. 180 S. | V.C. | L.C.B. |
| Windlass Motor Forward Port 4-Ton | 1 | 30 | 1 | 19/083 | 114 | 191 | 80 | " | " |
| " " " Starboard " 4-Ton | 1 | 30 | 1 | 19/083 | 114 | 191 | 50 | " | " |
| " " " Port 5-Ton | 1 | 30 | 1 | 19/083 | 114 | 191 | 80 | " | " |
| " " " Starboard " 5-Ton | 1 | 30 | 1 | 19/083 | 114 | 191 | 80 | " | " |
| " " P. Motor 4-Ton | 1 | 30 | 1 | 19/064 | 114 | 135 | 360 | " | " |
| " " Bridge 2R. Motor | 1 | 30 | 1 | 19/064 | 114 | 135 | 360 | " | " |
| " " P. Motor 5/8 | 1 | 30 | 1 | 19/064 | 114 | 135 | 100 | " | " |
| " " S. " " " | 1 | 30 | 1 | 19/064 | 114 | 135 | 100 | " | " |
| " " Bridge Deck P. " " | 1 | 30 | 1 | 19/064 | 114 | 135 | 230 | " | " |
| " " S. Motor 5/8 " " | 1 | 30 | 1 | 19/064 | 114 | 135 | 80 | " | " |
| " " Weathering P. " " | 1 | 30 | 1 | 19/064 | 114 | 135 | 80 | " | " |
| " " " S " " | 1 | 30 | 1 | 19/064 | 114 | 135 | 80 | " | " |
| " " " P 5-Ton " " | 1 | 30 | 1 | 19/083 | 114 | 191 | 80 | " | " |
| " " " S " " | 1 | 30 | 1 | 19/083 | 114 | 191 | 50 | " | " |
| Weathering Windlass Motor | 1 | 30 | 1 | 19/064 | 114 | 135 | 160 | " | " |
| Weathering Motor - Port | 1 | 20 | 1 | 19/044 | 77 | 87 | 570 | " | " |
| " " Starboard | 1 | 20 | 1 | 19/044 | 77 | 87 | 570 | " | " |
| Port Fan, Bridge Rtg off S.B.R. | 1 | 3.15 | 1 | 7/036 | 14 | 28 | 224 | " | " |
| " " Starboard Rtg | 1 | 3.15 | 1 | 7/036 | 14 | 28 | 40 | " | " |
| " " Decking Bridge | 1 | 3.15 | 1 | 7/036 | 14 | 28 | 516 | " | " |
| Air Compressor | 1 | 67 | 1 | 87/072 | 245 | 246 | 220 | " | " |
| Jackshaft Motor Cooling Pumps | 2 | 28/43 | 1 | 19/083 | 160 | 191 | 2330 | " | " |
| Shell Motor | 1 | 35/52 | 1 | 87/064 | 195 | 210 | 220 | " | " |
| Ballast Pump | 2 | 35/52 | 1 | 87/064 | 195 | 210 | 210 | " | " |
| Forward Fuel Oil Pump | 2 | 13 | 1 | 7/064 | 52 | 75 | 2330 | " | " |
| Turning Motor | 1 | 20 | 1 | 19/044 | 77 | 87 | 140 | " | " |

5m. 4.10.—Transfer. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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.

CAMPBELL & ISHERWOOD, LTD.

Thomas Mearns Electrical Engineers.

Date *28th April 1948*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *48'*

Minimum distance between electric generators or motors and steering compass *50'*

The nearest cables to the compasses are as follows:—

A cable carrying *.15* Ampères *on the* ~~foot from~~ standard compass *10* feet from steering compass.

A cable carrying *.15* Ampères *10* feet from standard compass *on the* ~~foot 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 *Nil* degrees on *Wesly* course in the case of the

standard compass, and *Nil* degrees on *Wesly* course in the case of the steering compass.

For and on behalf of
 WILLIAM DOXFORD & SONS LIMITED Builder's Signature. Date.....

Kansay Gebbie Managing Director

Is this installation a duplicate of a previous case *Yes.* If so, state name of vessel *M.V. "Herdsmen"*

Plans. Are approved plans forwarded herewith *No.* If not, state date of approval *3.7.46*

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

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

The electrical equipment of this vessel has been installed under special survey in accordance with the approved plans and the "Rules for Electrical Equipment". The materials and workmanship are good; upon completion trials of the equipment were carried out with satisfactory results and the insulation resistance of all circuits was measured and found good. This equipment is in my opinion suitable for a classed vessel.

Noted
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Total Capacity of Generators *(3x150) 450* Kilowatts.

The amount of Fee *£101.50* { *81 0 0 SLD* When applied for, *MAY 1.0 1948*
20 5 0 LW

Travelling Expenses (if any) £ When received. *19*

S.A. Mann
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 21 MAY 1948*

Assigned *For minute see J.E. P.M.*

Small Transfer. (MADE AND PRINTED IN ENGLAND.)
 (The Surveys are requested and to write upon below the space for Committee's Minute.)



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