

# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 1 MAY 1942

Date of writing Report 5<sup>th</sup> APRIL 1942 When handed in at Local Office 5<sup>th</sup> APRIL 1942 Port of PLYMOUTHNo. in Survey held at PLYMOUTH Date, First Survey 4-9-41 Last Survey 25-11-1941  
Reg. Book. (Number of Visits 1395)28129 on the S.S. "MARI II" Tons { Gross 1395  
Net 811

Built at HAARLEM By whom built N. U. WERF CONRAD Yard No. When built 1918

Owners MINISTRY OF WAR TRANSPORT Port belonging to GLASGOW

Electrical Installation fitted by Contract No. When fitted

Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. No E.S.D. No Gy.C. No Sub.Sig. No

Have plans been submitted and approved No System of Distribution TWO WIRE WITH DIRECT CURRENT Voltage of supply for Lighting 110

Heating Power Direct or Alternating Current, Lighting Power 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 a

trip switch as per Rule Generator, <sup>IS IT</sup> are they compound wound YES, are they level compounded under working conditions

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, are shunt field regulators provided Is the compound winding connected to the negative or positive pole

Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing 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 generator as per rule YES Position of Generator MIDDLE PLATFORM RECESS AT AFT END OF PORT SIDE OF ENGINE ROOM

is the ventilation in way of generator satisfactory YES <sup>IS IT</sup> 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 <sup>IS</sup> are main switchboards placed AFT E.R. BULK<sup>Y</sup> PORT SIDE IN MIDDLE PLATFORM RECESS

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 SYNDANIO, 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 Description of Main Switchgear for each generator and arrangement of equaliser switches

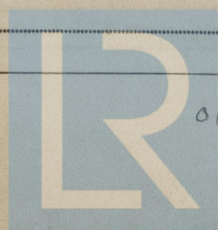
D. P. SWITCHES FOR ENG. & BOILER ROOMS, ACCOMODATION FOR<sup>Y</sup> MIDSHIPS & AFT  
& NAVIGATION LIGHTS

and for each outgoing circuit

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

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

equaliser connection Earth Testing, state means provided LAMPS



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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

16 feet

Minimum distance between electric generators ~~or motors~~ and steering compass

16 feet

The nearest cables to the compasses are as follows:—

A cable carrying 5 Ampères 4 feet from standard compass 4 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 Nil 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

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

The Electrical Equipment of this Vessel is in my opinion efficient and eligible to be classed with this Society.

Total Capacity of Generators 3.5 Kilowatts.

The amount of Fee ...

£ 2 - 0 - 0

When applied for,

11-3-1942

Travelling Expenses (if any) £

When received.

4-4-1942

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 23 JUN 1942

Assigned

See Reg. No. 7503



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