

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

24 MAY 1943

Received at London Office

Date of writing Report.....19..... When handed in at Local Office.....21 MAY 1943.....19..... Port of.....HULL.....

No. in Survey held at Goolle & Bull Date, First Survey 14. 4. 43 Last Survey 13. 5. 1943
 Reg. Book. (Number of Visits.....4.....)

66539 on the Steam Tug EMPIRE RUPERT Tons {Gross...479...
 Net...403...}

Built at Goolle By whom built Goolle Shipbuilding & Repairing Co and No. 388 When built 1943

Owners Ministry of War Transport Port belonging to.....

Electrical Installation fitted by Hammer Electrical Engineering Co Ltd Contract No. When fitted 1943

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 Yes System of Distribution two wire Voltage of supply for Lighting 110

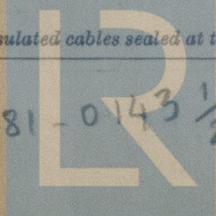
Heating no Power no Direct or Alternating Current, Lighting DC Power — If Alternating Current state periodicity — Prime Movers,

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 —, 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..... 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 Engine room starboard side 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 Engine room starboard side near generator 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 "Sindergo", 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 Double pole, single throw quick break knife switches & double pole fuses.

and for each outgoing circuit Double pole, single throw quick break knife switches & double pole fuses.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule Yes Instruments on main switchboard one ammeters one voltmeters..... 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 connected to earth via switches & 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..... 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 3V, 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.....

W1181-0143 1/2



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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.

W. E. Shuttleworth

Electrical Engineers. Date _____

COMPASSES.

Minimum distance between electric generators or motors and standard compass 70 ft

Minimum distance between electric generators or motors and steering compass 65 ft

The nearest cables to the compasses are as follows:—

A cable carrying 4 Ampères Inside feet from standard compass 5 feet from steering compass.

A cable carrying 4 Ampères 5' feet from standard compass inside 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 every course in the case of the

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

FOR THE BOULEVARD BUILDING & REPAIRING CO., LTD.

W. E. Shuttleworth

Builder's Signature. Date _____

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

Plans. Are approved plans forwarded herewith no If not, state date of approval 15.3.41

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

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

The electrical equipment was installed under special survey and in accordance with the approved plans and with the specification. The materials used are of good quality and the workmanship is good. On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus was measured and found good.

This equipment is in my opinion suitable for a classed vessel.

Noted
L. H.
25/5/43

Total Capacity of Generators 7 Kilowatts.

The amount of Fee ... £ 7 : 0 : 15 : 0 } When applied for, 21 MAY 1943
25% for Spec
 Travelling Expenses (if any) £ : : } When received, _____

W. E. Cornell
 Surveyor to Lloyd's Register of Shipping.

FRI. 28 MAY 1943

Committee's Minute _____

Assigned See fee machy etc.

5m. 4.38.—Transfer. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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