

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.....Goole & Hull..... Date, First Survey.....14. 4. 43..... Last Survey.....13. 5. 19. 43.....
Reg. Book.....
66539 on the.....Steam Ship EMPIRE RUPERT..... Tons {Gross.....479.....
Net.....403.....

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

Owners.....Ministry of War Transport..... Port belonging to.....
Electrical Installation fitted by.....Humber 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.....AC..... 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....."Sindens"..... 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.....

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.

10 E. Shuterworth

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.

Builder's Signature.

Date

Is this installation a duplicate of a previous case Yes If so, state name of vessel ENAPRE 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.Y.
25/5/43

Total Capacity of Generators 7 Kilowatts.

The amount of Fee £ 7 : 0 : 15 When applied for, 21 MAY 1943
25% for Spec
Travelling Expenses (if any) £ : : 19 When received.

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

FRI. 28 MAY 1943

Committee's Minute

Assigned See for machy r/v