

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report.....19... When handed in at Local Office.....19... Port of London

No. in Survey held at Faversham Date, First Survey 31 May Last Survey 18 June 1941
Reg. Book. (Number of Visits.....)

on the M/V "EMPIRE CRAG" Tons {Gross.....
Net.....

Built at Faversham By whom built James Pollock & Co Yard No. 1777 When built 1941

Owners..... Port belonging to.....

Electrical Installation fitted by Mackay & Co Ltd Contract No..... When fitted 6-11

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 Insulated Voltage of supply for Lighting 50

Heating ✓ Power ✓ Direct or Alternating Current, Lighting Direct 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 ✓ 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 ✓, one shunt field regulator 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

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 Swidamp, 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 DP Switch and

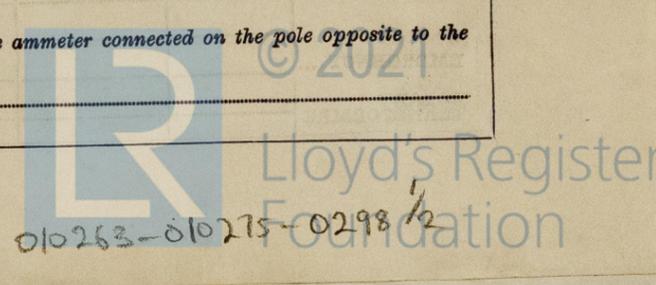
Fuses

and for each outgoing circuit DP main switch and fuses

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule..... 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 Earth lamps



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.

MACKAY & CO. *D. Mackay* Electrical Engineers. Date *July 1st 1941*

COMPASSES.

Minimum distance between electric generators or motors and standard compass *none*

Minimum distance between electric generators or motors and steering compass *30 ft*

The nearest cables to the compasses are as follows:—

A cable carrying *1.8* Ampères *—* feet from standard compass *20* feet from steering compass.

A cable carrying *3.0* Ampères *—* feet from standard compass *6* 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 *all compass* 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 *Yes*. If so, state name of vessel *42 N 1776 "Empire Creek"*

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

The electrical equipment of this vessel has been installed in compliance with the approved plans - was examined and tested under full load work in conditions and found to be satisfactory - eligible in my opinion for the proposed classification

*Notes
Run
4.7.41*

Total Capacity of Generators *7* Kilowatts.

The amount of Fee ... £ *7 : 0* : *—* (When applied for, *1-2-1941*)
+ 25% *1 : 15 : 0*
Travelling Expenses (if any) £ *1 : 12* : *3* (When received, *—*)

J. Dungan
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI 11 JUL 1941*

Assigned *See Lon. J.C. 109702*

(MADE IN ENGLAND.)
2m.10.38.—TRANSIST.
(The Surveyors are requested not to write on or below the space for Committee's Minutes.)