

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

Date of writing Report 3rd April 1941 When handed in at Local Office 26.4.41 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 12th March Last Survey 31st March 1941
 Reg. Book. 88011 on the M.V. "EMPIRE GAT" Tons { Gross 871
 Net
 Built at Glasgow By whom built A. & J. Inglis Ltd Yard No. 1088P When built 1941
 Owners His Majesty represented by THE MINISTER OF SHIPPING Port belonging to Glasgow
 Electrical Installation fitted by Telford Grier Mackay & Co Ltd Contract No. 1088P When fitted 1941
 Is vessel fitted for carrying Petroleum in bulk - Is vessel equipped with D.F. - E.S.D. - Gy.C. - Sub.Sig. -

Have plans been submitted and approved Yes System of Distribution Fun wire Voltage of supply for Lighting 220
 Heating - Power 220 Direct or Alternating Current, Lighting D.C. Power D.C. 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 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 - 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 In engine room
Yes, 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 near generators
Yes 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 Sindano, 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 D.P. Switch and fuses
D.P. Switch and fuses
 and for each outgoing circuit D.P. Switch and fuses, winches, capstan & windlasses D.P. Switch and fuses
 Are compartments containing switchboards composed of fire-resisting material or lined as per Rule - Instruments on main switchboard 2
 ammeters 2 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



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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.

P. Norman Ferguson
DIRECTOR

Electrical Engineers.

Date 21-4-41 -

COMPASSES.

Minimum distance between electric generators or motors and standard compass.....

Minimum distance between electric generators or motors and steering compass..... 10 feet

The nearest cables to the compasses are as follows:—

A cable carrying 2 Ampères — feet from standard compass led into steering compass.

A cable carrying 3 Ampères — feet from standard compass 8 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 1/2 degrees on — course in the case of the steering compass.

W. S. Milne

Manager

Builder's Signature.

Date 21-4-41

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 has been fitted on board under special
Surveg. tested under full working conditions and found satisfactory. The materials
and workmanship are good. All the requirements of the approved
plans and M.O.S. specification have been carried out.

2m.10.33.—Transfer. (MADE IN ENGLAND.)
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Total Capacity of Generators..... 66 Kilowatts.

The amount of Fee ... £ 29 : 2 :
M.O.S. specification 7.5.6
Travelling Expenses (if any) £ :
When applied for, 22.4.1941
When received, 19.

S. G. Pindal
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 29 APR 1941

Assigned See J.C. Report.



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