

Stuart Queen

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REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4051

Port of Dublin Date of First Survey 12th Nov. 1920 Date of Last Survey 7th Dec. 1920 No. of Visits 10
 No. in on the Steel S.S. "FINOLA" Port belonging to Gardiff.
 Reg. Book 13951 Suppl. Dublin By whom The Dublin Dockyard Co. Ltd. When built 1921
 Owners Michael Murphy, Ltd. (J. O'Dowd Mgr.) Owners' Address 3, Beresford Place, Dublin.
 Yard No. 105 Electric Light Installation fitted by E. J. Oherwood When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Vertical, Open type, single cylinder, 5' x 7" - 400 revs. per min.
@ 100 lbs. per sq. inch direct coupled to dynamo
 Capacity of Dynamo 40 Amperes at 100 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed portside - engine room Whether single or double wire system is used double
 Position of Main Switch Board bulkhead aft of engine having switches to groups five = 74 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each no auxiliary switchboards - auxiliary fuse
boards fixed in following positions - engine room - saloon - fore-castle
 If fuses are fitted on main switch board to the cables of main circuit yes and on each auxiliary fuse board to the cables of auxiliary
 circuits yes and at each position where a cable is branched or reduced in size yes and to each lamp circuit yes
 If vessel is wired on the double wire system are fuses fitted to both flow and return wires or cables of all circuits including lamp circuits yes
 Are the fuses of non-oxidizable metal yes and constructed to fuse at an excess of 100% per cent over the normal current
 Are all fuses fitted in easily accessible positions yes Are the fuses of standard dimensions yes If wire fuses are used
 are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit yes
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases yes
 Total number of lights provided for 74 arranged in the following groups :-
 A 13 lights each of 16 candle power requiring a total current of 7.8 Amperes
 B 8 lights each of 16 candle power requiring a total current of 4.8 Amperes
 C navigation circuit as under lights each of candle power requiring a total current of Amperes
 D cargo plug circuit " " lights each of candle power requiring a total current of Amperes
 E " " " " " lights each of candle power requiring a total current of Amperes
2 Mast head light with 1 lamps each of 32 cp. candle power requiring a total current of 2.4 Amperes
2 Side light with 1 lamps each of 32 cp. candle power requiring a total current of 2.4 Amperes
1 starboard 12 Cargo lights of 4 " 16 cp. carbon lamps candle power, whether incandescent or arc lights incandescent
 If arc lights, what protection is provided against fire, sparks, &c. no arcs.

Where are the switches controlling the masthead and side lights placed chart room & fitted with Tell Tale indicator

DESCRIPTION OF CABLES.

Main cable carrying 40 Amperes, comprised of 7 wires, each 14 S.W.G. diameter, .035 square inches total sectional area
 Branch cables carrying 8 Amperes, comprised of 7 wires, each 22 S.W.G. diameter, .0042 square inches total sectional area
 Branch cables carrying 4.8 Amperes, comprised of 3 wires, each 20 S.W.G. diameter, .0030 square inches total sectional area
 Leads to lamps carrying 1/2 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 2.4 Amperes, comprised of 113 wires, each 38 S.W.G. diameter, .0030 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

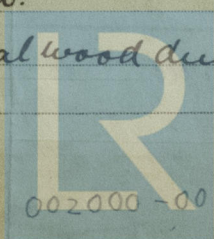
Vulcanised rubber & lead covered throughout accommodation
" " in galva gun-barrel in engine room & boiler house

Joints in cables, how made, insulated, and protected no joints

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances no joints Are all joints in accessible
 positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage yes

Are there any joints in or branches from the cable leading from dynamo to main switch board no.

How are the cables led through the ship, and how protected lead cables in substantial wood duct between
beams - where run in holds & cargo spaces



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible yes

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture lead covering & G.B.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat lead covering & G.B.

What special protection has been provided for the cables near boiler casings galvanised G.B.

What special protection has been provided for the cables in engine room " G.B.

How are cables carried through beams filve bushings through bulkheads, &c. bushes (no glands necessary)

How are cables carried through decks duck tubes

Are any cables run through coal bunkers yes or cargo spaces no or spaces which may be used for carrying cargo, stores, or baggage yes

If so, how are they protected slout wood casings between beams.

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage no

If so, how are the lamp fittings and cable terminals specially protected //

Where are the main switches and fuses for these lights fitted //

If in the spaces, how are they specially protected //

Are any switches or fuses fitted in bunkers no

Cargo light cables, whether portable or permanently fixed portable How fixed from fixed plugs.

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel double wire

How are the returns from the lamps connected to the hull //

Are all the joints with the hull in accessible positions //

Is the installation supplied with a voltmeter yes and with an amperemeter yes, fixed one switchboard

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, fuses, or joints of cables fitted in the pump room or companion not for such use

How are the lamps specially protected in places liable to the accumulation of vapour or gas

The copper used is guaranteed to have a conductivity of not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is at this date in good order and safe working condition.

G. G. Sherwood

Electrical Engineers

Date 13/12/20

COMPASSES.

Distance between dynamo or electric motors and standard compass } approximately 112 ft

Distance between dynamo or electric motors and steering compass }

The nearest cables to the compasses are as follows:—

A cable carrying	<u>8</u>	Amperes	<u>24</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying	<u>4.8</u>	Amperes	<u>24</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying <u>5 amp fitted in</u>		Amperes	<u>compass.</u>	<u>in</u> feet from standard compass	<u>4</u>	<u>in</u> feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power yes.

The maximum deviation due to electric currents, etc., was found to be Nil degrees on any course in the case of the standard compass and The Dublin Dockyard Company Ltd degrees on any course in the case of the steering compass.

Robert Crawford Builder's Signature.

Date 7th Feb 1921

GENERAL REMARKS.

DIRECTOR

This installation has been fitted in the vessel in an efficient manner. The vessel has proceeded to Glasgow where the fittings throughout the accommodation etc. require to be installed, the wiring in the Machinery spaces completed, and the installation tested under working conditions, and the Glasgow Surveyors have been advised.

No. J. Forster & J. B. Rankin.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute not for classing
Committee.

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