

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 12206

Port of Hamburg Date of First Survey 18th May Date of Last Survey 15th July No. of Visits 11
 No. in Reg. Book on the Iron or Steel S.S. "Adelaide" Port belonging to Hamburg
 Built at Reusburg By whom Deutsch. Schiffbau-Ges. When built 1911
 Owners Deutsch-Deutscher Lloyd - Ges. Owners' Address Hamburg, Laispof.
 Yard No. 309 Electric Light Installation fitted by the Builders When fitted 1911

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound Steam Engine made by C. Duval, Kiel, coupled direct to a Siemens-Schuckert Dynamo running at 340 revolutions per minute
 Capacity of Dynamo 120 Amperes at 110 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Engine Room Whether single or double wire system is used double
 Position of Main Switch Board Engine Room having switches to groups A, B, C, D & E of lights, &c., as below.
 Positions of auxiliary switch boards and numbers of switches on each 1 in Steam Steering Engine room with 4 switches, 1 in Saloon-Messroom with 9 switches, 1 under Forecastle with 3 switches, 1 in Quarterhouse with 5 switches.
 If cut outs are fitted on main switch board to the cables of main circuit yes and on each auxiliary switch 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits yes
 Are the cut outs of non-oxidizable metal yes and constructed to fuse at an excess of 25 per cent over the normal current
 Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible bases yes
 Total number of lights provided for 177 arranged in the following groups:—
 A Eng. & Mr. Sp. 36 lights each of 16 candle power requiring a total current of 15 Amperes
 B Middle Cabin 31 lights each of 16 candle power requiring a total current of 13 Amperes
 C Forecastle Messroom 51 lights each of 16 candle power requiring a total current of 22 Amperes
 D Forecastle 12 lights each of 16 candle power requiring a total current of 5 Amperes
 E Quarterhouse 5 lights each of 25 candle power requiring a total current of 0 Amperes
 F 2 Mast head lights with 1 lamp each of 25 candle power requiring a total current of 1.3 Amperes
 G 2 Side light with 1 lamp each of 25 candle power requiring a total current of 1.3 Amperes
1 Searchlight w. 1 lamp of 16 candle power, whether incandescent or arc lights incandescent
8 Cargo lights of 4x6x16 = 672 candle power, whether incandescent or arc lights incandescent
 If arc lights, what protection is provided against fire, sparks, &c. Glass globes.

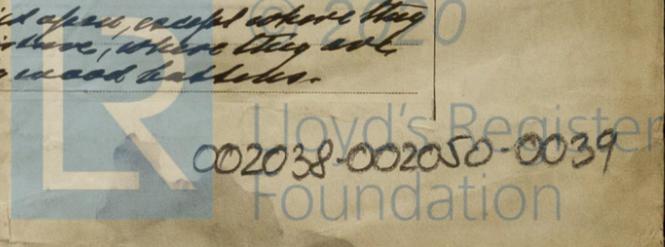
Where are the switches controlling the masthead and side lights placed in Quarterhouse.

DESCRIPTION OF CABLES.

Main cable carrying	<u>120</u> Amperes, comprised of	<u>37</u> wires, each	L.S.G. diameter,	<u>1.20</u> square inches	total sectional area	<u>77.5</u>
Branch cables carrying	<u>25</u> Amperes, comprised of	<u>19</u> wires, each	L.S.G. diameter,	<u>.35</u> square inches	total sectional area	<u>16.</u>
Branch cables carrying	<u>15</u> Amperes, comprised of	<u>7</u> wires, each	L.S.G. diameter,	<u>.25</u> square inches	total sectional area	<u>9.7</u>
Leads to lamps carrying	<u>.45</u> Amperes, comprised of	<u>1</u> wires, each	L.S.G. diameter,	<u>1.5</u> square inches	total sectional area	<u>.79</u>
Cargo light cables carrying	<u>2.8</u> Amperes, comprised of	<u>24</u> wires, each	L.S.G. diameter,	<u>1.5</u> square inches	total sectional area	<u>1.8</u>

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Main & Branch Cables: Copper lined, coated with Para Rubber, coated with insulating jute tape, lead bound, open with jute band, double iron bound and open with jute and asphalted. Searchlight & Lamp Leads: Copper lined coated with enamel & Rubber, open with jute insulation.
 Joints in cables, how made, insulated, and protected Soldered and covered with caulking tape for lamp circuits and leads; metallic screw joints in searchlight beam on incombustible base for Main and Branch Cables.
 Are all the joints of cables thoroughly soldered, resin only having been used as a flux yes 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 Main and branch cables carried open, except where they are exposed to heat and moisture, where they are led in Iron Pipes. Searchlight and lamp leads are protected by wood batten.



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 *Small beam head, covered cables, protected by iron pipes where exposed to heat & moisture*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Iron beam cables*

What special protection has been provided for the cables near boiler casings *no*

What special protection has been provided for the cables in engine room *no*

How are cables carried through beams *hard wood bunks* through bulkheads, &c. *scanned beam bunks*

How are cables carried through decks *Iron galvanized standpipes 8" high filled with non-conducting asphalt.*

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

If so, how are they protected *no*

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 *no*

Where are the main switches and cut outs for these lights fitted *no*

If in the spaces, how are they specially protected *no*

Are any switches or cut outs fitted in bunkers *no*

Cargo light cables, whether portable or permanently fixed *portable* How fixed *no*

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *no*

How are the returns from the lamps connected to the hull *no*

Are all the joints with the hull in accessible positions *no*

The installation is *yes* supplied with a voltmeter and *yes* an amperemeter, fixed *Main Switch boards*

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas *no*

Are any switches, cut outs, or joints of cables fitted in the pump room or companion *no*

How are the lamps specially protected in places liable to the accumulation of vapour or gas *no*

The copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *50 Williams Lewis units* megohms per statute mile after 24 hours' immersion in seawater.

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.

The Builders are the Electrical Engineers Date *no*

COMPASSES.

Distance between dynamo or electric motors and standard compass *132 ft.*

Distance between dynamo or electric motors and steering compass *128 ft.*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>.45</i>	Amperes	<i>close to</i>	feet from standard compass	<i>close to</i>	feet from steering compass
A cable carrying	<i>no</i>	Amperes	<i>no</i>	feet from standard compass	<i>no</i>	feet from steering compass
A cable carrying	<i>no</i>	Amperes	<i>no</i>	feet from standard compass	<i>no</i>	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 *imperceptible* degrees on *no* course in the case of the standard compass and *imperceptible* degrees on *no* course in the case of the steering compass.

Mensburger Schiffsbau-Gesellschaft.

Murr Builder's Signature. Date *12th July 1911.*

GENERAL REMARKS. *The Electric Light installation on board of this vessel is in my opinion fitted in accordance with the Society's Rules and eligible to be recorded "Elec. light" in the Society's Register Book.*

It is submitted that this vessel is eligible for THE RECORD Elec. light. JWD 4/8/11

H. P. Bennett
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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