

REPORT ON ELECTRIC LIGHTING INSTALLATION.

Port of Bristol

Received at London Office WED. JAN. 17. 1911

3858 *
 in Name of Ship S.S. "MONTORO" Built at Port Glasgow When built 1911
 book. 1392 when fitted

DESCRIPTION OF DYNAMO AND ENGINE.—

Capacity of Dynamo _____ Amperes at _____ Volts, whether continuous or alternating current

Is Dynamo fixed _____

Wiring system _____ PS.—
 Total number of lights _____ arranged in the following groups:—

_____ lights each of _____ candle power requiring a total current of _____ Amperes

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_____ lights each of _____ candle power requiring a total current of _____ Amperes

_____ lights each of _____ candle power requiring a total current of _____ Amperes

Mast head light with _____ lamps each of _____ candle power requiring a total current of _____ Amperes

Side light with _____ lamps each of _____ candle power requiring a total current of _____ Amperes

Cargo lights of _____ candle power, whether incandescent or arc lights

_____ lights, what protection is provided against fire, sparks, &c.

SWITCHES AND CUT-OUTS.—

_____ of Main Switch Board _____ having switches to groups _____ of lights as above

_____ of other switch boards and numbers of switches on each _____

_____ cut outs are fitted to main circuit _____ and to each auxiliary circuit

_____ and at each position where cable is branched or reduced in size

_____ vessel is wired on the double wire system are cut outs fitted on each wire

_____ the cut outs of non-oxidizable metal _____ and constructed to fuse at an excess of _____ per cent over the normal current

_____ all cut outs fitted in easily accessible positions

_____ vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

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

_____ all switches and cut-outs constructed of unflammable materials and fitted on unflammable bases

DESCRIPTION OF CABLES.—

_____ cable carrying _____ Amperes, comprised of _____ wires, each _____ legal standard wire gauge diameter

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_____ cables carrying _____ Amperes, comprised of _____ wires, each _____ legal standard wire gauge diameter

_____ to lamps _____ Amperes, comprised of _____ wires, each _____ legal standard wire gauge diameter

_____ to light cables carrying _____ Amperes, comprised of _____ wires, each _____ legal standard wire gauge diameter

The copper used has a conductivity of _____ per cent. that of pure copper.

_____ insulation of cables is guaranteed to have a resistance of not less than _____ megohms per statute mile after 24 hours' immersion in seawater

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

DESCRIPTION OF INSULATION, PROTECTION, &c.—

Joints in cables, how made, insulated, and protected

Are all the joints of cables thoroughly soldered, resin only having been used as a flux

How are cables led throughout the ship

What special protection has been provided for the cables in open alleyways

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

What special protection has been provided for the cables near boiler casings

What special protection has been provided for the cables in engine room

How are cables carried through decks and through bulkheads

Are any cables run through coal bunkers or cargo spaces If so, how are they protected

Are any lamps fitted in coal bunkers or spaces which may be used for cargo

If so, how are they specially protected

Cargo light cables, whether portable or permanently fixed How fixed

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

How are the returns from the lamps connected to the hull

Are all the joints with the hull in accessible positions

TESTING, &c.—

Has the installation been thoroughly tested to its full capacity during a trial of hours' duration

The insulation resistance of the whole installation was not less than ohms

The installation is supplied with a voltmeter and an amperemeter, fixed

General Remarks

As requested by Greenock Surveyors examined Electric Light installation completed. As the vessel sailed on Xmas day the deviation of compass with lights running off was not observed.

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.

Electrical Engineers

Date

COMPASSES.—

Distance between dynamo and standard compass

Distance between dynamo and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
A cable carrying	Amperes	feet from standard compass	feet from steering compass
A cable carrying	Amperes	feet from standard compass	feet from steering compass

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

The maximum deviation due to electric currents, etc., was found to be degrees on course in the case of the standard compass

and degrees on course in the case of the steering compass.

It is submitted that this vessel is eligible for THE RECORD Elec. light.

JWD 19/1/12

Builder's Signature

Date

G. A. Sydenhorne

Surveyor's Signature

Date

1st January 1912



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