

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1928

Port of ✓ Date of First Survey 5<sup>th</sup> Nov Date of Last Survey 20<sup>th</sup> Nov No. of Visits five  
 No. in Reg. Book on the Iron or Steel S.S. "Gunhild" Port belonging to Malmö  
 Built at Middleborough By whom R. Craggston When built 1896  
 Owners Redaktörslaget Sigurd (C. S. Hedberg) Owners Address Malmö  
 Yard No. 126 Electric Light Installation fitted by J. H. Holmes & Co. When fitted 1896

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

5 1/2 x 5" open engine. auto:- expansion governor coupled direct to "Castle" dynamo. to run at 350 revs:-  
 Capacity of Dynamo 60 Amperes at 60 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed engine room  
 Position of Main Switch Board by dynamo having switches to groups A, B, & C of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each 1 in engine room with 3 sws:-  
1 in Pantry with 3 sws:- 1 in Saloon Entrance with 3 sws:-  
3 D.P. fuses to each switch.  
 If cut outs are fitted on main switch board to the cables of main circuit yes and on each auxiliary switch boards 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 cessel 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 50 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 ?  
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes  
 Total number of lights provided for 51 arranged in the following groups:-  

A	<u>14</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>14</u>	Amperes
B	<u>16</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>16</u>	Amperes
C	<u>17</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>17</u>	Amperes
D	<u>1</u>	Pilot lights each of	<u>32</u>	candle power requiring a total current of	<u>6</u>	Amperes
E		lights each of	<u>16</u>	candle power requiring a total current of	<u>1</u>	Amperes
	<u>1</u>	Mast head light with 1 lamp each of	<u>32</u>	candle power requiring a total current of		Amperes
	<u>2</u>	Side lights with 1 lamp each of	<u>32</u>	candle power requiring a total current of		Amperes
	<u>4</u>	Cargo lights of 4 lamps each of 16 candle power, whether incandescent or arc lights				<u>Incandescent</u>

  
 If are lights, what protection is provided against fire, sparks, &c. ✓

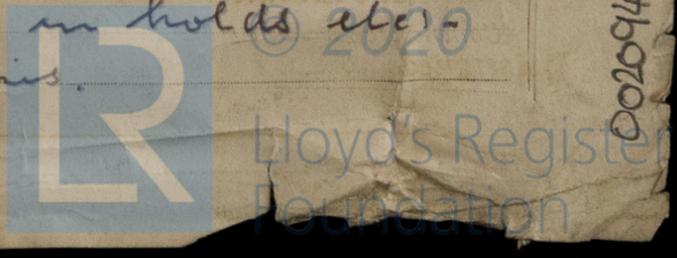
Where are the switches controlling the masthead and side lights placed at Saloon Entrance, near Chart Room.

## DESCRIPTION OF CABLES.

Main cable carrying	<u>50</u>	Amperes, comprised of	<u>19</u>	wires, each	<u>No. 16</u>	L.S.G. diameter, <u>.061</u>	square inches total sectional area
Branch cables carrying	<u>12</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>18</u>	L.S.G. diameter, <u>.0127</u>	square inches total sectional area
Branch cables carrying	<u>4</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>2 1/2</u>	L.S.G. diameter, <u>.0045</u>	square inches total sectional area
Leads to lamps carrying	<u>17</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>17</u>	L.S.G. diameter, <u>.0172</u>	square inches total sectional area
Leads to lamps carrying	<u>4</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>20</u>	L.S.G. diameter, <u>.007</u>	square inches total sectional area
Cargo light cables carrying	<u>16</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>17</u>	L.S.G. diameter, <u>.0172</u>	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Final Test all cables, (Lead & Return) to "earth" 300,000 ohms.  
Pure & vulc:- rubber. Taped & braided, & lead covered where exposed to weather, etc:-  
 Joints in cables, how made, insulated, and protected Soldered (with resin) Taped, compounded etc:- in approved manner  
 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 galv:- iron pipes in holds etc & wood casing in cabins.



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**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible *Yes. (when cargo is out)*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Lead casing*

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

What special protection has been provided for the cables near boiler casings *iron pipes.*

What special protection has been provided for the cables in engine room *in Teak wood casing*

How are cables carried through beams *fibre pencils* through bulkheads, &c. *stopping boxes*

How are cables carried through decks *deck tubes.*

Are any cables run through coal bunkers *Yes* or cargo spaces *Yes* or spaces which may be used for carrying cargo, stores, or baggage *Yes*

If so, how are they protected *Galvanized Iron Pipes.*

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 cut outs for these lights fitted *✓*

If in the spaces, how are they specially protected *✓*

Are any switches or cut outs fitted in bunkers *No.*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed

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

How are the returns from the lamps connected to the hull *✓*

Are all the joints with the hull in accessible positions *✓*

**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 *✓*

Are any switches, cut outs, or joints of cables fitted in the pump room or companion *✓*

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

The installation is supplied with a voltmeter and *not* an amperemeter, fixed *on main switchboard*

The copper used is guaranteed to have a conductivity of *100* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *600* 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.

*J. K. Holmes & Co.* Electrical Engineers Date *Nov 26/10*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *120 feet.*

Distance between dynamo or electric motors and steering compass *110 feet.*

The nearest cables to the compasses are as follows:—

2 cables carrying (flow and return)	2	Amperes	12	feet from standard compass and inside	steering compass
2 cables carrying "	6	Amperes	25	feet from standard compass	15 feet from steering compass
2 cables carrying "	17	Amperes	40	feet from standard compass	30 feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power *No.*

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.

*R. Crofts & Sons* Builder's Signature Date *28 Nov 10*

**GENERAL REMARKS.** *The various parts of the installation were examined when being fitted in place; and the materials and workmanship are good. When completed it was tried and worked satisfactorily.*

*Wm. Austin*  
Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute *This installation appears to be in accordance with the Rules*

REPORT FORM No. 13.

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