

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 27304

Refrigerant

BALTRAFIS

Port of Sunderland Date of First Survey 25th July 1918 Date of Last Survey 26th July 1918 No. of Visits 1
 No. in Reg. Book on the Iron or Steel S/S War Coppice Port belonging to London
 Built at Sunderland By whom J. Blumer & Co When built 1918
 Owners Shipping Controller (Mgs. Merc. Ltd.) Owners' Address 2 Stuart Street, The Docks, Cardiff
 Yard No. 247 Electric Light Installation fitted by Sunderland Forge & Engineering Co When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One Combined Plant consisting of single cylinder, vertical, open type engine, 7x5, 360 revs, 100 lbs steam, coupled to compound wound multi-polar dynamo.
 Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Eng Rm Bottom Platf'm Star Side Whether single or double wire system is used double
 Position of Main Switch Board close to dynamo having switches to groups five of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each in chart room with 8 switches controlling navigation lights, compasses, telegraphs & morse lamps.

If fuses 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 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 No 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 140 @ 16 c/p. arranged in the following groups :-

A Accommodation	72 lights each of	16	candle power requiring a total current of	38	Amperes
B Cargo	30 lights each of	"	candle power requiring a total current of	16.8	Amperes
C E & B Rooms	28 lights each of	"	candle power requiring a total current of	15.7	Amperes
D Navigation	14 lights each of	"	candle power requiring a total current of	7.85	Amperes
E Wireless.	— lights each of	—	candle power requiring a total current of	25	Amperes
1 Mast head light with	1 lamps each of	32	candle power requiring a total current of	1.2	Amperes
2 Side light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
Five	Cargo lights of	six 16 c/p.	candle power, whether incandescent or arc lights	incandescent	

If arc lights, what protection is provided against fire, sparks, &c. none fitted
 Where are the switches controlling the masthead and side lights placed in Chart Room

DESCRIPTION OF CABLES.

Main cable carrying	100 Amperes, comprised of	19 wires, each	14 S.W.G. diameter,	.094 square inches total sectional area
Branch cables carrying	38 Amperes, comprised of	7 wires, each	16 S.W.G. diameter,	.022 square inches total sectional area
Branch cables carrying	7.85 Amperes, comprised of	7 wires, each	20 S.W.G. diameter,	.007 square inches total sectional area
Leads to lamps carrying	2.5 Amperes, comprised of	7 wires, each	25 S.W.G. diameter,	.0022 square inches total sectional area
Cargo light cables carrying	35 Amperes, comprised of	7 wires, each	2 1/2 S.W.G. diameter,	.0049 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Mains Pure + Vulcanized F.R. - taped + vulcanized then armoured + braided
 Machinery Spaces - do - armoured + braided
 Accommodation - do - Lead covered
 Joints in cables, how made, insulated, and protected none

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances - 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 -

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 Armoured + Braided cable run on underside of deck & clipped to beams.

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 covered cable or V.L.P. on Pipe

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

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

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

How are cables carried through beams holes lashed with fibre through bulkheads, &c. W.Y. Glands.

How are cables carried through decks W.Y. Deck Lubbs

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 Armoured & Braided

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 -

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 -

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes, fixed on main S'board

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 -

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.

Wm. J. Lewis Electrical Engineers Date August 9th 1918

COMPASSES.

Distance between dynamo or electric motors and standard compass about 90 feet

Distance between dynamo or electric motors and steering compass 85 feet

The nearest cables to the compasses are as follows:—

A cable carrying	7.85	Amperes	14	feet from standard compass	8	feet from steering compass
A cable carrying	56	Amperes	7	feet from standard compass	led into	feet from steering compass
A cable carrying	56	Amperes	led into	feet from standard compass	7.	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 nil degrees on any course in the case of the steering compass.

John Thomas Builder's Signature. Date

GENERAL REMARKS.

The installation has been satisfactorily fitted in the vessel, tested at full load and found good.

It is submitted that this vessel is eligible for THE RECORD. ELEC. LIGHT.

J. S. Davis
21-8-18

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

Committee's Minute

Im. 9.12.—Transfer.



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