

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 27785

Port of Sunderland Date of First Survey 14 Apr Date of Last Survey 21 Apr 1920 No. of Visits 2
 No. in on the Iron or Steel "Lolworth" Port belonging to London
 Reg. Book Built at Sunderland By whom Messrs Osbourne Gramma & Co built 1920
 Owners John Hudson & Co Owners' Address 22, Billiter St. London
 Yard No. 220 Electric Light Installation fitted by Messrs Falconar, Cross & Co. When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

1. 4 x 6" Open Type Engine coupled direct to a compound wound multipolar dynamo. Steam pressure 100 lbs per sq. 330 R.P.M.
 Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed In engine room Whether single or double wire system is used double wire
 Position of Main Switch Board In engine room having switches to groups A, B, C, D & E of lights, &c., as below
 Positions of auxiliary fuse boards and numbers of fuses on each 3-way Section Boxes:- Steer: Engine 2, 10-way Fuse Board:- Chart Room 1, 4-way Fuse Boards:- Eng. Room 1, Accom: Aft 1, Saloon Accom: 1, 3-way Fuse Boards:- Saloon Accom: 1, Steering Engine 1, Forecastle 1.
 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 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 81 - 16 CP. arranged in the following groups:-
 A Navigation 12 lights each of 5-16 candle power requiring a total current of 10.2 Amperes
 B Accom: 55 lights each of 20 W Metal candle power requiring a total current of 14 Amperes
 C Cargo 24 lights each of 32 candle power requiring a total current of 28.8 Amperes
 D Wireless - lights each of 0.25 candle power requiring a total current of 15 Amperes
 E Engine and Boiler Rooms 21 lights each of 16 candle power requiring a total current of 12.6 Amperes
2 Mast head light with 2 lamps each of 32 candle power requiring a total current of 2.4 Amperes
2 Side light with 2 lamps each of 32 candle power requiring a total current of 2.4 Amperes
4 Cargo lights of 6-32 candle power, whether incandescent or arc lights incandescent
 If arc lights, what protection is provided against fire, sparks, &c.

Where are the switches controlling the masthead and side lights placed In chart room.

DESCRIPTION OF CABLES.

Main cable carrying 80.6 Amperes, comprised of 19 wires, each .083 S.W.G. diameter, .1000 square inches total sectional area
 Branch cables carrying 29 Amperes, comprised of 4 wires, each .064 S.W.G. diameter, .0225 square inches total sectional area
 Branch cables carrying 15 Amperes, comprised of 4 wires, each .048 S.W.G. diameter, .0125 square inches total sectional area
 Leads to lamps carrying .6 Amperes, comprised of 1 wires, each .048 S.W.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 4.2 Amperes, comprised of 114 wires, each .0060 S.W.G. diameter, .0032 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Lead covered and armoured & braided cables. Spinned copper conductors insulated with pure para rubber vulcanised india rubber taped & braided.

Joints in cables, how made, insulated, and protected

No joints made

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 Steel armoured & braided cables led on underside of decks through beams and on bulkheads, all in sight.

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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible no

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture (1) steel armoured
(2) braided (3) carried in G.I. pipes

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 steel armoured & braided

What special protection has been provided for the cables in engine room steel armoured & braided

How are cables carried through beams Bushed holes through bulkheads, &c. Watertight glands

How are cables carried through decks Watertight 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 In Bunkers: carried in 2" Iron Pipe. In Cargo Spaces: —

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage steel armoured cables led between beams
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 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 —

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.

COMPASSES.

Distance between dynamo or electric motors and standard compass 45 ft.

Distance between dynamo or electric motors and steering compass 40 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 10.2 Amperes 12 feet from standard compass 9 feet from steering compass

A cable carrying .3 Amperes 2 feet from standard compass 2 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 yes

The maximum deviation due to electric currents, etc., was found to be nil degrees on all courses in the case of the

standard compass and nil degrees on all courses in the case of the steering compass.

OSBOURNE GRAM & CO., LIMITED.

Builder's Signature. Date 5th July 1920

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.

SLD 20/7/20

Surveyor to Lloyd's Register of Shipping.

Committee's Minute