

NOV. 1921

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 74951

Port of NEWCASTLE-ON-TYNE Date of First Survey 1921 Date of Last Survey 1921 No. of Visits 1  
 No. in 31463 on the Iron or Steel "Koolonga" ex Southmead Port belonging to London  
 Reg. Book 31463 Built at Sunderland By whom W. Doreford & Sons Ltd When built 1918  
 Owners The Elswick & Co. Proprietary Ltd Owners' Address Elswick Works, Newcastle-on-Tyne  
 Yard No. 1918 Electric Light Installation fitted by 1918

NEWCASTLE-ON-TYNE Rept. No. 74951.

19th November, 1921.

"KOOLONGA EX "SOUTHMEAD".

The following electrical work was done whilst the vessel was lying at the Mercantile Dry Docks.

New switchboard fitted - 7 way. Double pole switches were fitted to the following circuits.

Wireless - new mains run -	7/16
Saloon -do-	7/16
Aft -do-	7/18
Forward Cargo -do-	7/18
After Cargo -do-	7/18
Navigation -do-	7/20
Engine Room -do-	7/14.

New 6 way and 4 way D.B. fitted in engine room.

New 6 way D.B. in saloon passage.

10 extra lights fitted in engine room and 3 extra deck lights fitted.

All cables in bunker and running forward and aft are V.I. R. in galvanised iron pipe. Cables in engine room are lead covered and armoured.

Stern, mast lights, compasses and morse lamp rewired. On completion saw dynamo running and all circuits tested.

W.T. Badger.

It is submitted that this vessel is eligible to remain as CLASSED

25/11/21

WS14-0013

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Joints in cables, how made, insulated, and protected

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

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

How are the cables led through the ship, and how protected



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

Are they in places always accessible

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

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 beams through bulkheads, &c.

How are cables carried through decks

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

If so, how are they protected

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage

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

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

Is the installation supplied with a voltmeter, and with an amperemeter, fixed

**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 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.

Electrical Engineers

Date

**COMPASSES.**

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors 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.

Builder's Signature.

Date

**GENERAL REMARKS.**

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



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