

REPORT ON ELECTRIC LIGHTING INSTALLATION.

FRI. 15 SEP 1922
No. 6003

Port of **Bremen** Date of First Survey *31st July* Date of Last Survey *13th Sept 1922* No. of Visits *6*
 No. in Reg. Book on the *Iron or Steel* **SC ST "MORA"** Port belonging to *Swansea*
 Owners *Y. Teebels & Co.* By whom *G. Teebels & Co.* When built *1922*
 Built at *Y. Teebels & Co. Ltd.* Owners' Address *Swansea*
 Yard No. *368* Electric Light Installation fitted by *Schiffbauverein, Elektrizitätsgesellschaft, Swansea* When fitted *1922*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One compound wound dynamo coupled direct to one steam engine

Capacity of Dynamo *75* Amperes at *115* Volts, whether continuous or alternating current *continuous*
 Where is Dynamo fixed *Engine Room starting platform* Whether single or double wire system is used *double*
 Position of Main Switch Board *Eng. Room starting platform* having switches to groups *5* of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each *1 in engine room with 7 switches, 1 in bridge house with 9 switches, 1 in boat house with 5 switches*

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 *80* 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 *none*
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases *yes*

Total number of lights provided for *159* arranged in the following groups :-

A	<i>39</i>	lights each of	<i>25</i>	candle power requiring a total current of	<i>14.2</i>	Amperes
B	<i>72</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>16.4</i>	Amperes
C	<i>2</i>	lights each of	<i>1000</i>	candle power requiring a total current of	<i>14.0</i>	Amperes
D	<i>4</i>	lights each of	<i>10</i>	candle power requiring a total current of	<i>1.2</i>	Amperes
E	<i>8</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>4.1</i>	Amperes
<i>2</i>	Mast head light with <i>1</i>	lamps each of	<i>25</i>	candle power requiring a total current of	<i>1.6</i>	Amperes
<i>2</i>	Side light with <i>1</i>	lamps each of	<i>25</i>	candle power requiring a total current of	<i>1.6</i>	Amperes
<i>30</i>	Cargo lights of <i>16</i>			candle power, whether incandescent or arc lights	<i>15</i>	

If arc lights, what protection is provided against fire, sparks, &c. *no arc lights fitted*

Where are the switches controlling the masthead and side lights placed

DESCRIPTION OF CABLES.

Main cable carrying	<i>75</i> Amperes, comprised of	<i>7</i> wires, each	<i>2.464</i> S.W.G. diameter,	<i>33.4</i> square inches total sectional area
Branch cables carrying	<i>35</i> Amperes, comprised of	<i>7</i> wires, each	<i>1.727</i> S.W.G. diameter,	<i>16.4</i> square inches total sectional area
Branch cables carrying	<i>12</i> Amperes, comprised of	<i>1</i> wires, each	<i>2.032</i> S.W.G. diameter,	<i>3.24</i> square inches total sectional area
Leads to lamps carrying	<i>6</i> Amperes, comprised of	<i>1</i> wires, each	<i>1.390</i> S.W.G. diameter,	<i>1.5</i> square inches total sectional area
Cargo light cables carrying	<i>6</i> Amperes, comprised of	<i>1</i> wires, each	<i>1.390</i> S.W.G. diameter,	<i>1.5</i> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Main and branch cables are insulated by vulcanized rubber, lead sheathed and iron armoured.

Joints in cables, how made, insulated, and protected *in watertight boxes*

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



