

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4869

Received at London Office

TUE DEC. 23, 1919

Port of Hong Kong Date of First Survey Sept. 12th. Date of Last Survey Oct. 27th. No. of Visits 8
 in on the ~~XXXX~~ Steel Sc. Sr. "STATHIS" ex "WAR MINER" Port belonging to Argostoli
 Book Built at Hong Kong By whom Taikoo Dockyard & Eng. Co. Ltd When built 1919
 ers Evangelos E. Ambatielos Owners' Address Argostoli, Greece
 d No. 177 Electric Light Installation fitted by Taikoo Dockyard & Engineering Co. Ltd When fitted 1919

DESCRIPTION OF DYNAMO, ENGINE, ETC.

10 K.W. continuous current generator direct coupled to a 7" dia. single cylinder engine with a 5" stroke built by Sunderland Forge Co.

Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Engine Room Whether single or double wire system is used double
 Position of Main Switch Board Engine Room having switches to groups 5 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each None

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

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

Number of lights provided for 143 arranged in the following groups:—

ft Circuit	20	lights each of	16	candle power requiring a total current of	8	Amperes
idships	48	lights each of	16	candle power requiring a total current of	19.2	Amperes
avigation	8	lights each of	3-32 & 5-16	candle power requiring a total current of	4.4	Amperes
argo	33	lights each of	16	candle power requiring a total current of	13.2	Amperes
engines	34	lights each of	16	candle power requiring a total current of	13.6	Amperes
Mast head light with	1	lamps each of	32 (Carbon)	candle power requiring a total current of	.8	Amperes
Side light with	1	lamps each of	32 (Carbon)	candle power requiring a total current of	1.6	Amperes
Cargo lights of	6 - 16	(Carbon)		candle power, whether incandescent or arc lights	Incandescent	

Are lights, what protection is provided against fire, sparks, &c. No Arc lamps on board ship

Where are the switches controlling the masthead and side lights placed Bridge Deck Wheel house.

DESCRIPTION OF CABLES.

Cable carrying	65	Amperes, comprised of	37	wires, each	16	S.W.G. diameter, .1176	square inches total sectional area
h cables carrying	19.2	Amperes, comprised of	7	wires, each	16	S.W.G. diameter, .02227	square inches total sectional area
h cables carrying	4.4	Amperes, comprised of	7	wires, each	20	S.W.G. diameter, .007052	square inches total sectional area
to lamps carrying	.8	Amperes, comprised of	1	wires, each	17	S.W.G. diameter, .002463	square inches total sectional area
light cables carrying	2.4	Amperes, comprised of	108	wires, each	38	S.W.G. diameter, .0032	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Are cables twin vulcanised India rubber, wire armoured and braided clipped to deck, wires piping where exposed to injury.

Are cables, how made, insulated, and protected No joints in cables all junctions made in junction boxes.

Are 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 None

Are the cables led through the ship, and how protected Lead covered wire in cabin main cables armoured and clipped to deck.



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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 wire
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered wire
What special protection has been provided for the cables near boiler casings Cables in iron pipe
What special protection has been provided for the cables in engine room Iron pipe
How are cables carried through beams Through lead bushings through bulkheads, &c. Glands on bushings
How are cables carried through decks Iron pipe made watertight
Are any cables run through coal bunkers No or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes
If so, how are they protected Twin armoured wire clipped to deck
Are any lamps fitted in ~~coal bunkers or~~ spaces which may at times be used for cargo, coals, or baggage Yes
If so, how are the lamp fittings and cable terminals specially protected Lamp fittings brass guards terminals C.I.
Where are the main switches and fuses for these lights fitted Engine room top
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 Main Switch

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 900 megohms per statute mile at 60° Far after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 50 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 certify that it is at this date in good order and safe working condition.

COMPANY, OF HONGKONG LIMITED.

Electrical Engineers

Date Nov. 1st.

COMPASSES.

Distance between dynamo or electric motors and standard compass 192 feet

Distance between dynamo or electric motors and steering compass 182 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>3.6</u>	Amperes	<u>12</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>19.2</u>	Amperes	<u>26</u>	feet from standard compass	<u>20</u>	feet from steering compass
A cable carrying	<u>13.2</u>	Amperes	<u>96</u>	feet from standard compass	<u>102</u>	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

standard compass and TAIKOO DOCKYARD & ENGINEERING degrees on - course in the case of the steering compass.

COMPANY, OF HONGKONG LIMITED.

Builder's Signature.

Date Nov. 1st. 1919

GENERAL REMARKS. Installation tested on October 21st. 1919 with good result.

It is submitted that
this vessel is eligible for
THE RECORD ELEC. LIGHT. 24/12/19.

J. Morrison
Surveyor to Lloyd's Register of Shipping

Committee's Minute

TUE 30. DEC. 1919



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