

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 15686.

Port of West Hartlepool Date of First Survey 26-9-10 Date of Last Survey 8-10-19 No. of Visits 3

No. in on the Iron or Steel S.S. KARA Port belonging to Swansea
 Reg. Book 32546 Built at West Hartlepool By whom Sir W. Gray & Co. Ltd When built 1919
 Owners F. C. Strick & Co. Owners' Address _____
 Yard No. 926 Electric Light Installation fitted by Messrs. Claude Chapman & Co. When fitted 1919

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single cylinder double acting open type vertical engine direct coupled to a continuous current compound wound dynamo.
 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
 Position of Main Switch Board Near Dynamo having switches to groups A B C D + E of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Each light & group of lights provided with switches as required

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 50% 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 slate & porcelain

Total number of lights provided for 106 arranged in the following groups :-

Group	Description	Number of Lights	Candle Power	Current (Amperes)
A	Cabin & Crew	52	16	29.1
B	Engine Room	21	16	11.7
C	Navigation	9	16	5
D	Cargo Ladders	24	16	13.4
E	Whirls	-	-	25
2	Mast head light with 1 lamp each of	32	32	2.2
2	Side light with 1 lamp each of	32	32	2.2
4	Cargo lights of	6 - 16	16	incandescent

If arc lights, what protection is provided against fire, sparks, &c. -
 Where are the switches controlling the masthead and side lights placed In Wheel House

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 29.1 Amperes, comprised of 7 wires, each 17 S.W.G. diameter, .017 square inches total sectional area
 Branch cables carrying 11.7 Amperes, comprised of 7 wires, each 20 S.W.G. diameter, .0070 square inches total sectional area
 Leads to lamps carrying 1.1 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 3.3 Amperes, comprised of 16.8 wires, each 28 S.W.G. diameter, .0050 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized india rubber lapped & braided & lead covered where exposed steel sheathed & visible

Joints in cables, how made, insulated, and protected No joints except mechanical ones

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 Lead covered & steel sheathed cables run through leads & clipped to underside of deck with shing galvanised iron clips



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 *lead covered steel armored cables*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *lead & armored cables*

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 *in lead boxes* through bulkheads, &c. *in WT glands*

How are cables carried through decks *in galvanized iron 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 *lead covered & steel armored cables*

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 *to WT connection boxes*

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *to cable wire & system*

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 *in hatchboard*

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.

Robert Scope, Director

Electrical Engineers

Date *Oct. 29th 1919*

COMPASSES.

Distance between dynamo or electric motors and standard compass *86 ft*

Distance between dynamo or electric motors and steering compass *80 "*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>1.6</i>	Amperes	<i>12</i>	feet from standard compass	<i>6</i>	feet from steering compass
A cable carrying	<i>1.6</i>	Amperes	<i>6</i>	feet from standard compass	<i>12</i>	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* course in the case of the standard compass and *nil* degrees on *all* course in the case of the steering compass.

For William Gray & Co. (1918) Limited

Builder's Signature. Date

GENERAL REMARKS. *Robert Scope* Managing Director.

This installation has been fitted under survey. The materials and workmanship are good. It was examined on completion and found satisfactory.

It is submitted that this vessel is eligible for THE RECORD Elec. Light.

J.W.D. 5/11/19.

R.D. Shilston.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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