

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 27130

Port of SUNDERLAND Date of First Survey 17 Dec. 1917 Date of Last Survey 24 Dec. '17 No. of Visits 2
 No. in Reg. Book 59 on the Iron or Steel S.S. SUNNIVA Port belonging to Newcastle-on-Tyne
 Built at SUNDERLAND By whom John Brown & Sons Ltd When built 1917
 Owners E. R. Newbigin Owners' Address
 Yard No. 161 Electric Light Installation fitted by The Sunderland Forge & Eng. Co. Ltd When fitted 1917

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One combined plant consisting of single cylinder open type inverted Engine 5 1/2", 450 revs 100 lbs steam, coupled to compound wound multipolar dynamo, both by S.F. & E.

Capacity of Dynamo 35 Amperes at 100 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Eng. 10th Bottom Plaft^m - Starb^d Whether single or double wire system is used double

Position of Main Switch Board close to dynamo having switches to groups three of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Chart Room - with five switches controlling Navigation Lights

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-oxidisable 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 No 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 6 arranged in the following groups:—

W.T.O.	2 lights each of	16	candle power requiring a total current of	1.12	Amperes
Navigation	4 lights each of	32	candle power requiring a total current of	4.48	Amperes
	lights each of		candle power requiring a total current of		Amperes
	lights each of		candle power requiring a total current of		Amperes
	lights each of		candle power requiring a total current of		Amperes
1 Mast head light with	1 lamps each of	32	candle power requiring a total current of	1.12	Amperes
2 Side light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
- Cargo lights of	-	-	candle power, whether incandescent or arc lights	-	-

arc lights, what protection is provided against fire, sparks, &c. None fitted

Where are the switches controlling the masthead and side lights placed Chart Room

DESCRIPTION OF CABLES.

in cable carrying	35 Amperes, comprised of	7 wires, each	16 S.W.G. diameter,	.022 square inches total sectional area
each cables carrying	4.48 Amperes, comprised of	7 wires, each	20 S.W.G. diameter,	.007 square inches total sectional area
each cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
as to lamps carrying	1.12 Amperes, comprised of	7 wires, each	25 S.W.G. diameter,	.0022 square inches total sectional area
go light cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Main Pure Vulcanized I. R. taped & vulcanized, then lead covered & armoured
 comm. spaces ditto - then lead covered

as in cables, how made, insulated, and protected None

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 -

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 L.C.A. Cable run on under side of deck

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 and Armoured*

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

What special protection has been provided for the cables near boiler casings *ditto*

What special protection has been provided for the cables in engine room *ditto*

How are cables carried through beams *Holes bushed with fibre* through bulkheads, &c. *W.T. Glands* ✓

How are cables carried through decks *W.T. Deck Tubes* ✓

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 *Lead Covered & Armoured*

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 *-* 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 Main *S' B'd*

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.

P. PRO THE SUNDERLAND FORGE & ENGINEERING CO., LTD. Electrical Engineers

Date *-*

COMPASSES.

Distance between dynamo or electric motors and standard compass *about 86 feet*

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
<i>4.48</i>		<i>about 10</i>	

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 *no* degrees on *any* course in the case of the standard compass and *no* degrees on *any* course in the case of the steering compass.

Per Pro. JOHN CROWN & SONS, Ltd.

Builder's Signature. Date

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.

Sh. Davis

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.