

# REPORT ON ELECTRIC LIGHTING INSTALLATION.

Port of Bristol

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3858 \*  
in 1392 Name of Ship S.S. "MONTORO" Built at Port Glasgow When built 1911  
Light Installation fitted by \_\_\_\_\_ when fitted \_\_\_\_\_

## DESCRIPTION OF DYNAMO AND ENGINE.—

Capacity of Dynamo \_\_\_\_\_ Amperes at \_\_\_\_\_ Volts, whether continuous or alternating current \_\_\_\_\_

Is Dynamo fixed \_\_\_\_\_

Wiring system \_\_\_\_\_ PS.— Total number of lights \_\_\_\_\_ arranged in the following groups:—

\_\_\_\_\_ lights each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes

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Mast head light with \_\_\_\_\_ lamps each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes

Side light with \_\_\_\_\_ lamps each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes

Cargo lights of \_\_\_\_\_ candle power, whether incandescent or arc lights \_\_\_\_\_

lights, what protection is provided against fire, sparks, &c. \_\_\_\_\_

## SWITCHES AND CUT-OUTS.—

\_\_\_\_\_ of Main Switch Board \_\_\_\_\_ having switches to groups \_\_\_\_\_ of lights as above

\_\_\_\_\_ of other switch boards and numbers of switches on each \_\_\_\_\_

\_\_\_\_\_ cut outs are fitted to main circuit \_\_\_\_\_ and to each auxiliary circuit \_\_\_\_\_

\_\_\_\_\_ and at each position where cable is branched or reduced in size \_\_\_\_\_

\_\_\_\_\_ is wired on the double wire system are cut outs fitted on each wire \_\_\_\_\_

\_\_\_\_\_ the cut outs of non-oxidizable metal \_\_\_\_\_ and constructed to fuse at an excess of \_\_\_\_\_ per cent over the normal current

\_\_\_\_\_ all cut outs fitted in easily accessible positions \_\_\_\_\_

\_\_\_\_\_ vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas \_\_\_\_\_

\_\_\_\_\_ are the lamps specially protected in places liable to the accumulation of vapour or gas \_\_\_\_\_

\_\_\_\_\_ all switches and cut-outs constructed of unflammable materials and fitted on unflammable bases \_\_\_\_\_

## DESCRIPTION OF CABLES.—

\_\_\_\_\_ cable carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ legal standard wire gauge diameter

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\_\_\_\_\_ to lamps \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ legal standard wire gauge diameter

\_\_\_\_\_ light cables carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ legal standard wire gauge diameter

The copper used has a conductivity of \_\_\_\_\_ per cent. that of pure copper.

\_\_\_\_\_ insulation of cables is guaranteed to have a resistance of not less than \_\_\_\_\_ megohms per statute mile after 24 hours' immersion in seawater



# DESCRIPTION OF INSULATION, PROTECTION, &c.—

Joints in cables, how made, insulated, and protected

Are all the joints of cables thoroughly soldered, resin only having been used as a flux

How are cables led throughout the ship

What special protection has been provided for the cables in open alleyways

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 decks and through bulkheads

Are any cables run through coal bunkers or cargo spaces If so, how are they protected

Are any lamps fitted in coal bunkers or spaces which may be used for cargo

If so, how are they specially protected

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

## TESTING, &c.—

Has the installation been thoroughly tested to its full capacity during a trial of hours' duration

The insulation resistance of the whole installation was not less than ohms

The installation is supplied with a voltmeter and an amperemeter, fixed

## General Remarks

As requested by Greenock Surveyors examined Electric Light installation completed. As the vessel sailed on Xmas day the deviation of compass with lights running & off was not observed.

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 and standard compass

Distance between dynamo and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
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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 It is submitted that this vessel is eligible for THE RECORD Elec. light course in the case of the steering compass.

THE RECORD Elec. light

Builder's Signature

Date

Surveyor's Signature

Date

1st January 1912



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