

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 5306

Port of *Plymouth* Date of First Survey *11. Nov. '09* Date of Last Survey *25 May '10* No. of Visits *23*
 No. in Reg. Book *on the Iron Steel Screw Lug Kanube II* Port belonging to *London*
 Built at *Dartmouth* By whom *Philip & Son Ltd.* When built *5-10*
 Owners *J. Constant* Owners Address *11 Billiter Square, London.*
 Yard No. *368* Electric Light Installation fitted by *Philip & Son Ltd, Dartmouth* When fitted *5-10*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

4 1/2" x 4" enclosed type single cylinder high speed engine direct coupled to Brompton Compound wound continuous current dynamo Speed 550 revs
 Capacity of Dynamo *33 1/2* Amperes at *60* Volts, whether continuous or alternating current *Continuous*
 Where is Dynamo fixed *In Engine Room.* Single System.
 Position of Main Switch Board *In engine room.* having ~~switches to groups~~ *2 switches to all lights, &c., as below.*
 Positions of auxiliary switch boards and numbers of switches on each *Not fitted.*

If cut outs are fitted on main switch board to the cables of main circuit *Yes* and on each auxiliary switch boards to the cables of auxiliary circuits *No* 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits *Yes.*

Are the cut outs of non-oxidizable metal *Yes.* and constructed to fuse at an excess of *—* per cent over the normal current

Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible bases *Yes.*

Total number of lights provided for *21* arranged in the following groups:—

| | | | | | |
|-------------------------|----------------|----------------|---|------------|---------|
| A galley crew spaces | lights each of | <i>16 c.p.</i> | candle power requiring a total current of | <i>3.3</i> | Amperes |
| B eng. room & storeroom | lights each of | <i>16 c.p.</i> | candle power requiring a total current of | <i>5.5</i> | Amperes |

The copper used is guaranteed to have a conductivity of *99* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *2500* megohms per statute mile after 24 hours' immersion in seawater.

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.

Installation by *G. Howell Philip & Son Ltd.* Electrical Engineers
(makers of Engine & Dynamo.) Date *June 28/1910.*

COMPASSES.

Distance between dynamo or electric motors and standard compass *34 feet.*

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

| | | | | | |
|------------------|------------|---------|----------------------------|-----------|----------------------------|
| A cable carrying | <i>5.5</i> | Amperes | feet from standard compass | } about { | feet from steering compass |
| A cable carrying | <i>5.5</i> | Amperes | feet from standard compass | | feet from steering compass |
| A cable carrying | <i>5.5</i> | 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 *2* degrees on *N. E. to N. by E* course in the case of the steering compass

FOR PHILIP & SON LIMITED

Builder's Signature Date

GENERAL REMARKS.

This vessel has been fitted with an Electric Light Installation as above and for notification in the Register Book.
James Barclay & Co.
 Surveyor to Lloyd's Register

Committee's Minute



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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

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

None. No cables in vicinity of lamps. Galley light close to bulkhead

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

None, Cables above boiler and fastened to casing

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

None, all cables fastened under deck or on bulkhead high up

How are cables carried through beams

Clearance holes in wood battens between beams through bulkheads, &c. wood ferrules.

How are cables carried through decks

Are any cables run through coal bunkers no or cargo spaces no or spaces which may be used for carrying cargo, stores, or baggage no

If so, how are they protected

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 cut outs for these lights fitted

If in the spaces, how are they specially protected

No.

Are any switches or cut outs fitted in bunkers

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 with bolt & washer to stringer near dynamo

How are the returns from the lamps connected to the hull to angle beams with washer & screws tapped into beam.

Are all the joints with the hull in accessible positions

Yes.

VESSELS BUILT FOR CARRYING PETROLEUM.

In 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 any switches, cut outs, 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 installation applied with a voltmeter and

an amperemeter, fixed on main switch board

D. Lights below deck 3 lights each of 16 cp.

candle power requiring a total current of 3.3 Amperes

E. Starboard below deck 5 lights each of 16 cp.

candle power requiring a total current of 5.5 Amperes

— 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

— None Cargo lights of None

candle power, whether incandescent or arc lights incandescent

If are lights, what protection is provided against fire, sparks, &c.

Not fitted

Where are the switches controlling the masthead and side lights placed

Not fitted

DESCRIPTION OF CABLES.

cable carrying 33 1/2 Amperes, comprised of 7 wires, each 14 L.S.G. diameter, .035 square inches total sectional area

h cables carrying — Amperes, comprised of — wires, each — L.S.G. diameter, — square inches total sectional area

cables carrying — Amperes, comprised of — wires, each — L.S.G. diameter, — square inches total sectional area

ing 5.5 Amperes, comprised of 3 wires, each 20 L.S.G. diameter, .003 square inches total sectional area

— Amperes, comprised of — wires, each — L.S.G. diameter, — square inches total sectional area

INSULATION, PROTECTION, ETC.

taken from engine room Switchboard with not lamps on each circuit wires 2500 meg. lead cased &

ed, and protected No joints.

soldered, resin only having been used as a flux — Are all joints in accessible positions, none being

or spaces which may at any time be used for carrying cargo, stores, or baggage

No.

cable leading from dynamo to main switch board

how protected in accessible position & ferruled where bulkhead close up to main deck.

Committee's Minute

Assigned

WRITE ACROSS THIS MARGIN

Certificate (if required) to be sent to

(The Surveyors are not to write on or below the space for Committee's Minute.)