

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 41409

Port of Glasgow. Date of First Survey 3rd Nov 1920 Date of Last Survey 27th Sep 1921 No. of Visits 4
 No. in Reg. Book 17691 on the Iron or Steel S.S. "KALCYON" Port belonging to London
 Built at Groon By whom Messrs The Aiba S.B. Co When built 1921
 Owners The General Steam Nav. Co Ltd Owners' Address _____
 Yard No. 370 Electric Light Installation fitted by Messrs Claude Hamilton When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

— P. K. W. —

5 1/2 x 5 inch high speed steam engine direct coupled to a compound wound ship lighting dynamo running at 480 R.P.M and having an output of 9 K.W.
 Capacity of Dynamo 90 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 8 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each none

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 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

Total number of lights provided for 188 arranged in the following groups:—

A	<u>26</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>13</u>	Amperes
B	<u>24</u>	lights each of	"	candle power requiring a total current of	<u>12</u>	Amperes
C	<u>26</u>	lights each of	"	candle power requiring a total current of	<u>13</u>	Amperes
D	<u>38</u>	lights each of	"	candle power requiring a total current of	<u>19</u>	Amperes
E	<u>6</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>6</u>	Amperes
	<u>11</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>5</u>	Amperes
	<u>24</u>	lights each of	"	candle power requiring a total current of	<u>5</u>	Amperes
	<u>33</u>	lights each of	"	candle power requiring a total current of	<u>12</u>	Amperes
	<u>2</u>	Mast head light with	<u>1</u> lamps each of	<u>32</u> candle power requiring a total current of	<u>2</u>	Amperes
	<u>2</u>	Side light with	<u>1</u> lamps each of	<u>32</u> candle power requiring a total current of	<u>2</u>	Amperes
	<u>8</u>	Cargo lights of	each <u>6 - 16</u>	candle power, whether incandescent or arc lights	<u>incandescent</u>	

If arc lights, what protection is provided against fire, sparks, &c. no arcs
 Where are the switches controlling the masthead and side lights placed Chart Room

DESCRIPTION OF CABLES.

Main cable carrying 90 Amperes, comprised of 19 wires, each .083 S.W.G. diameter, .100 square inches total sectional area
 Branch cables carrying 14 Amperes, comprised of 4 wires, each .064 S.W.G. diameter, .0225 square inches total sectional area
 Branch cables carrying 19 Amperes, comprised of 4 wires, each .064 S.W.G. diameter, .0225 square inches total sectional area
 Leads to lamps carrying 2 Amperes, comprised of 3 wires, each .029 S.W.G. diameter, .002 square inches total sectional area
 Cargo light cables carrying 12 Amperes, comprised of 4 wires, each .052 S.W.G. diameter, .0145 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Cables wire insulated with fine and vulcanizing india rubber taped and lead covered or armoured with steel wires
 Joints in cables, how made, insulated, and protected no joints

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances — 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 Lead covered or armoured fused direct to bulk heads or under decks by means of iron or brass clips.

Note: 10kw dynamo fitted (Steam driven) See 96637-1142



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 Cover

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

What special protection has been provided for the cables near boiler casings Armoured with steel wires

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

How are cables carried through beams Lead bushes 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 Armoured with steel wires

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 -

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 Switchboard

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 2500 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.

For CLAUD HAMILTON, LIMITED

Electrical Engineers

Date 30th Sept 21.

COMPASSES.

Distance between dynamo or electric motors and standard compass 50 feet

Distance between dynamo or electric motors and steering compass 48 "

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
12	24	26	
6	10	12	
2	3	3	

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 Any course in the case of the standard compass and Nil degrees on any course in the case of the steering compass.

AILSA SHIPBUILDING CO., LIMITED.

General Manager.

Builder's Signature.

Date 1st October 1921

GENERAL REMARKS.

This installation has been fitted on board under special survey. Tested under full working conditions and found satisfactory.

Exp. 1.1.0 of 17.10.21.
M.F.R. 19.0.0. Paid 19.10.21.

J.S. Rankin
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

GLASGOW
Elec. Light.

25 OCT 1921



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

HE-7-10-21

Im. 11.13.—Transfer.