

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 8667.

Port of Buenos Aires Date of First Survey 15th April Date of Last Survey 17th June 1925 No. of Visits 5
 Name of Ship Sc. "Sud" Port belonging to Buenos Aires
 Built at Hill-on-Tees Haverton By whom Furness S.B. Co. Ltd. When built 1924-4
 Owners Soc. Anon. de Nav. Sud Atlantica Owners' Address _____
 Electric Light Installation fitted by The Western Electric Co. Argentine When fitted June 1925

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two Dyle-National Turbine Dynamoes, each 1 1/2 K.W.
 Capacity of Dynamo each 13.63 Amperes at 110 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 _____ of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 1 - Engine room 4 circuit, 1 - Saloon 4 circuit, 2 Engineers cabins each three circuit, 1 - Wheel house 6 circuit.

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
 Where 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 40 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 _____
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 107 arranged in the following groups :-

Engine & boiler room	20 lights each of	16	candle power requiring a total current of	3.6	Amperes
Engineers cabins	16 lights each of	16	candle power requiring a total current of	2.9	Amperes
Saloon & cabins	15 lights each of	16	candle power requiring a total current of	2.8	Amperes
Navigation	8 lights each of	16	candle power requiring a total current of	1.54	Amperes
Cargo lamps (incl. 24)	24 lights each of	16	candle power requiring a total current of	4.54	Amperes
1 Mast head light with	1 lamps each of	16	candle power requiring a total current of		Amperes
Side lights with	2 lamps each of	16	candle power requiring a total current of	.72	Amperes
8 Cargo lights of		96	candle power, whether incandescent or arc lights		Incandescent

For arc lights, what protection is provided against fire, sparks, &c. ✓

Where are the switches controlling the masthead and side lights placed Wheel house

DESCRIPTION OF CABLES.

Main cable carrying 2.8 Amperes, comprised of 7 wires, each 19 S.W.G. diameter, .008 square inches total sectional area
 Branch cables carrying 1.54 Amperes, comprised of 7 wires, each 20.5 S.W.G. diameter, .0059 square inches total sectional area
 Branch cables carrying 2.8 Amperes, comprised of 7 wires, each 20.5 S.W.G. diameter, .0059 square inches total sectional area
 Leads to lamps carrying .5 Amperes, comprised of 1 wires, each 17 S.W.G. diameter, .0024 square inches total sectional area
 Cargo light cables carrying 4.54 Amperes, comprised of 7 wires, each 19 S.W.G. diameter, .008 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulation Vulcanized rubber, braided, run through iron pipes
 Joints in cables, how made, insulated, and protected Soldered & lapped with tape, protected by iron boxes
 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 Iron pipes



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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... Protected by iron pipes ✓

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

What special protection has been provided for the cables near boiler casings... Iron pipes ✓

What special protection has been provided for the cables in engine room... Iron pipes ✓

How are cables carried ^{along} ~~through~~ beams Iron pipes ✓ through bulkheads, &c. Iron pipes jointed at bulkheads ✓

How are cables carried through decks... ✓

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

If so, how are they protected Iron pipes ✓

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 By plugs on marks ✓

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 Main switch board ✓

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.

W. WESTERN ELECTRIC ARGENTINA
 PASEO COLÓN 185
 U. T. AVENIDA 5050
 BUENOS AIRES

Marrs Eng Electrical Engineers Date 18-6-25

COMPASSES.

Distance between dynamo or electric motors and standard compass 72 ft.

Distance between dynamo or electric motors and steering compass 60 ft.

The nearest cables to the compasses are as follows:— 1 lead covered wire for Morse lamp & binacle light.

A cable carrying	Amperes	feet from standard compass	feet from steering compass
A cable carrying	Amperes	feet from standard compass	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 as per attached note degrees on _____ course in the case of the standard compass and _____ degrees on _____ course in the case of the steering compass.

Builder's Signature. Date

GENERAL REMARKS. This vessel's electric light installation has been fitted in an efficient manner. The material & workmanship is of good quality & it has been tried under working conditions with satisfactory results.

Survey fee \$ 40:00
 Travelling expenses \$ 5:00
 Fee applied for 17/6/25

It is submitted that this vessel is eligible for THE RECORD. Elec light 17/15/25
 G. Williamson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Im. 7, 10.—Transfer.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.