

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 11075

Port of Southampton Date of First Survey 19th Oct. Date of Last Survey 3rd Nov. No. of Visits 3
 No. in Reg. Book on the Steel M.V. PHILO Port belonging to London
 Built at Gosport By whom Camper & Nicholsons Ltd. When built 1921
 Owners British Oil Bunkering Co. Ltd. Owners' Address James Scott Ltd. When fitted 1921
 Yard No. Electric Light Installation fitted by

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 1/2 kW dynamo coupled to a 5 1/2 HP Paraffin Engine fitted 11.34.
Totally enclosed self lubricating 4" x 3" Steam Engine, direct
coupled to. One 4 pole open protected, Compound Wound Dynamo
 Capacity of Dynamo 30 Amperes at 100 Volts, whether continuous or alternating current Direct
 Where is Dynamo fixed Starboard side of Engine room Whether single or double wire system is used double
 Position of Main Switch Board Engine room having switches to groups A.B.C. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Engine room 3. Navigation 4.
Accommodation 3.

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 cessel 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 Tin & Lead and constructed to fuse at an excess of 75% 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 porcelain & Valconite

Total number of lights provided for 27. arranged in the following groups:—

Group	Description	Number of lights	Candle power	Amperes
A	lights each of	32.	6.6	Amperes
B	Navigation 4	lights each of	32.	4.4
C	lights each of	20.	8.5	Amperes
D	lights each of			Amperes
E	lights each of			Amperes
1	Mast head light with 1 lamps each of	32.	1.1	Amperes
2	Side light with 1 lamps each of	32.	2.2	Amperes
3	Cluster Cargo lights of	120		Incandescent

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

Where are the switches controlling the masthead and side lights placed

Alley way under Bridge

DESCRIPTION OF CABLES.

Description	Amperes	Wires	W.G. diameter	Square inches total sectional area
Main cable carrying	19.5	7	18	0.100
Branch cables carrying	6.6	3	20	0.030
Branch cables carrying	4.4	3	20	0.030
Leads to lamps carrying	3.6	3	22	0.020
Cargo light cables carrying	4	70	36	0.003

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Valconised India Rubber insulated Cable of 600 Megohm
drawn in Solid heavy gauge screwed Conduit with
removable Water-tight drain in brass & securely clipped to bulkheads.

Joints in cables, how made, insulated, and protected

all circuits looped

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

none

How are the cables led through the ship, and how protected Solid heavy gauge screwed Conduit

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 *In Conduit with Water tight joints*

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

What special protection has been provided for the cables near boiler casings *No Cable near boiler casing*

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

How are cables carried through beams *In Conduit* through bulkheads, &c. *In Conduit*

How are cables carried through decks *Seamed Conduit*

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 fuses for these lights fitted

If in the spaces, how are they specially protected

Are any switches or fuses fitted in bunkers

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 *Main 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 *yes*

Are any switches, fuses, or joints of cables fitted in the pump room or companion *No*

How are the lamps specially protected in places liable to the accumulation of vapour or gas *In Well Glass airtight fittings*

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.

COMPASSES.

Distance between dynamo or electric motors and standard compass *20 ft*

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>4-4</i>	<i>10</i>		

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 degrees on course in the case of the steering compass.

For CAMPER & NICHOLSON, LIMITED.

C. E. Nicholson

Builder's Signature.

Date *Nov 15th 1921*

GENERAL REMARKS.

The Electrical Installation has been fitted in accordance with the rule requirements, it has been tried under working conditions and found satisfactory.

It is submitted that this vessel is eligible for THE RECORD.

Elec. Light.

22/11/21

A. A. Boyle

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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