

WED. JUN. 2 1920

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 11241

Port of *Rotterdam* Date of First Survey *12 March* Date of Last Survey *15 May* No. of Visits *4*
 in on the ~~Iron or Steel~~ *St. Lombardia* Port belonging to *Göteborg*
 Book Built at *Hönsen* By whom *Wey & Leeland* When built *1910*
 ers *Svenske Lloyd* Owners' Address *Göteborg*
 l No. *56* Electric Light Installation fitted by *Wiltons Engineering & Supply Co.* When fitted *1920*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo compound wound Engine vertical enclosed single cylinder Steam 100 lbs.
 Capacity of Dynamo *70* Amperes at *115* Volts, whether continuous or alternating current *Continuous*
 Where is Dynamo fixed *In engine room* Whether single or double wire system is used *Double wire*
 Position of Main Switch Board *Near dynamo* having switches to groups *5* of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each *Chartroom Cabin midship and aft*
Engine room
 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 the 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 *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 arranged in the following groups:—

<i>Chartroom</i>	<i>27</i> lights each of <i>25 (4x22)</i>	candle power requiring a total current of <i>10</i>	Amperes
<i>Cargo for</i>	<i>15</i> lights each of <i>25</i>	candle power requiring a total current of <i>10</i>	Amperes
<i>Cargo aft</i>	<i>15</i> lights each of <i>25</i>	candle power requiring a total current of <i>10</i>	Amperes
<i>Engine room</i>	<i>24</i> lights each of <i>20x25 (4x100)</i>	candle power requiring a total current of <i>7</i>	Amperes
<i>Cabin and aft</i>	<i>30</i> lights each of <i>25</i>	candle power requiring a total current of <i>7.5</i>	Amperes
<i>2 Mast head light with</i>	<i>1</i> lamps each of <i>82</i>	candle power requiring a total current of <i>2</i>	Amperes
<i>2 Side light with</i>	<i>1</i> lamps each of <i>82</i>	candle power requiring a total current of <i>2</i>	Amperes
<i>5 Cargo lights of</i>	<i>8x25</i>	candle power, whether incandescent or arc lights <i>incandescent</i>	

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

Where are the switches controlling the masthead and side lights placed

In chartroom

DESCRIPTION OF CABLES.

Main cable carrying	<i>35</i> Amperes, comprised of <i>47</i> wires, each <i>25^{1/2}</i> S.W.G. diameter, <i>0.055</i> square inches total sectional area
Branch cables carrying	<i>10</i> Amperes, comprised of <i>7</i> wires, each <i>17</i> S.W.G. diameter, <i>0.017</i> square inches total sectional area
Branch cables carrying	<i>10</i> Amperes, comprised of <i>7</i> wires, each <i>19</i> S.W.G. diameter, <i>0.0086</i> square inches total sectional area
Cables to lamps carrying	<i>1.25</i> Amperes, comprised of <i>1</i> wires, each <i>17</i> S.W.G. diameter, <i>0.0025</i> square inches total sectional area
Cargo light cables carrying	<i>2</i> Amperes, comprised of <i>41</i> wires, each <i>16^{1/2}</i> S.W.G. diameter, <i>0.0124</i> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber insulation lead covered armoured steel wire

Where are the joints in cables, how made, insulated, and protected

Water-tight distribution boxes properly insulated

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

Over deck armoured steel wire

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 *Screwed galvanized tubes*

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

What special protection has been provided for the cables near boiler casings *Armoured steel wire*

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

How are cables carried through beams *in iron tubes* through bulkheads, &c. *Watertight*

How are cables carried through decks *in iron tubes*

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 *no*

Cargo light cables, whether portable or permanently fixed *portable* How fixed *Watertight plugs*

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 *on 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 */*

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.

WILTON'S ENGINEERING & SUPPLY CO.

Electrical Engineers

Date *18-5-20*

COMPASSES.

Distance between dynamo or electric motors and standard compass */*

Distance between dynamo or electric motors and steering compass *80 feet*

The nearest cables to the compasses are as follows:—

A cable carrying <i>1/2</i> Amperes	<i>8"</i> feet from standard compass	<i>5'</i> feet from steering compass
A cable carrying <i>10</i> Amperes	<i>15</i> feet from standard compass	<i>9'</i> 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 */*

The maximum deviation due to electric currents, etc., was found to be *✓* degrees on *L* course in the case of the standard compass and *✓* degrees on *✓* course in the case of the steering compass.

Compasses have been adjusted by the owners.

Builder's Signature.

Date

GENERAL REMARKS.

This installation has been fitted in accordance with the Rules and was found in a good working condition when tried and minute in my opinion the Committee's approval.

It is submitted that this vessel is eligible for THE RECORD. ELEC: LIGHT 3/6/20

J. L. Ochoa
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. JUN. 15 1920*