

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6212

Port of Gothenburg Date of First Survey 26th Aug. Date of Last Survey 3rd Oct. 1925 No. of Visits 8
 No. in on the Iron or Steel M/S "Delhi" Port belonging to Gothenburg
 Reg. Book 17935 Built at Gothenburg By whom Aktiel. Lindholmen-Motors When built 1925
 Owners Nederaktieb. Svenska Ostasiatiska Komp. Owners' Address
 Yard No. 923 Electric Light Installation fitted by Elektriska ABol. AEG Gothenburg When fitted 1925

DESCRIPTION OF DYNAMO, ENGINE, ETC. Motor-generator from 220 volts continuous current to 110 volts continuous current. This motor-generator is driven from the main-dynamos, 3 in number, each of 66 kw, 220 volts, 300 amp. One additional 60 Kw Set. 225V. 267 amps Built 1924 fitted 3-27
Rem. and 2-28.

Capacity of Dynamo 127 ✓ Amperes at 110 ✓ Volts, whether continuous or alternating current continuous ✓

Where is Dynamo fixed in the engineroom Whether single or double wire system is used double wire ✓

Position of Main Switch Board " " having switches to groups nine of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each One A of 8 gr. in the engineroom, one B of 9 gr. in the saloonhouse, one C of 7 gr. in off. accomodation, one D of 5 gr. in afteraccomd. and one of 5 gr. in the chartroom for navigation-lights

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-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 208 arranged in the following groups:—

A	<u>45</u>	lights each of	<u>25</u>	candle power requiring a total current of	<u>12</u>	Amperes
	<u>7</u>		<u>400</u>		<u>13</u>	
B	<u>60</u>	lights each of	<u>10-25</u>	candle power requiring a total current of	<u>15</u>	Amperes
C	<u>47</u>	lights each of	<u>16-25</u>	candle power requiring a total current of	<u>12</u>	Amperes
D	<u>31</u>	lights each of	<u>16-32</u>	candle power requiring a total current of	<u>10</u>	Amperes
E	<u>1</u>	arc lights each of	<u>3000</u>	candle power requiring a total current of	<u>22</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>10 resp. 5</u>	Cargo lights of	<u>150 resp. 1000</u>	candle power, whether incandescent or arc lights	<u>incandescent</u>		

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

Where are the switches controlling the masthead and side lights placed in the chartroom

DESCRIPTION OF CABLES.

Main cable carrying	<u>127</u>	Amperes, comprised of	<u>37</u>	wires, each	<u>1,8 mm</u>	<u>8.4K6</u> -diameter,	<u>95</u> ✓	<u>mm</u> square-inches total sectional area
Branch cables carrying	<u>15</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>1,7 "</u>	<u>8.4K6</u> -diameter,	<u>16</u> ✓	<u>mm</u> square-inches total sectional area
Branch cables carrying	<u>15</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>1,05 "</u>	<u>8.4K6</u> -diameter,	<u>6</u> ✓	<u>mm</u> square-inches total sectional area
Leads to lamps carrying	<u>3</u>	Amperes, comprised of	<u>1</u>	wires, each	<u>1,5 "</u>	<u>8.4K6</u> -diameter,	<u>1,5</u> ✓	<u>mm</u> square-inches total sectional area
Cargo light cables carrying	<u>4,5</u>	Amperes, comprised of	<u>30</u>	wires, each	<u>0,25 "</u>	<u>8.4K6</u> -diameter,	<u>1,5</u> ✓	<u>mm</u> square-inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC. All cables are insulated with vulcanized rubber and lead covered. The main-cable and the branch-cables to each auxiliary switchboard are armoured cables. The cables in engineroom, galley, etc. are steel wired cables.

Joints in cables, how made, insulated, and protected by porcelain boxes and where required by water-tight 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 The cables are led in channel-bars.



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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 lead covered armoured cables used.

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

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

What special protection has been provided for the cables in engine room lead covered, steel wired cables used.

How are cables carried through beams -- through bulkheads, &c. through watertight glands

How are cables carried through decks through watertight glands

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 with iron pipes where required

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 mainswitchboard

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 1000 megohms per kilometer 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.

Elektriska Aktiebolaget A E G

Electrical Engineers

Date 16/9/1925

COMPASSES.

Distance between dynamo or electric motors and standard compass about 15 mtrs.

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
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

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.

AKTIEBOLAGET LINDHOLMEN-MOTALA
AVD. LINDHOLMENS VERKSTAD

Builder's Signature.

Date

16/9. 1925

GENERAL REMARKS.

This electric installation has been fitted on board under our inspection and has been tested and found satisfactory.
All the Rule requirements have been complied with.

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

V. Aulow

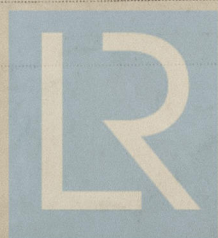
Lj. Sander

Fee: R 662:48 Applied for
paid 26/10/25
Committee's Minute 66

TUES. 13 OCT 1925

Elec. Lt.

Surveyor to Lloyd's Register of Shipping.



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