

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 75452

Port of NEWCASTLE ON TYNE Date of First Survey 4/4/22 Date of Last Survey 13/4/22 No. of Visits 4
 No. in on the Iron or Steel Monica Seedee San Fernando Port belonging to Rouen
 Reg. Book 29830 Built at Newcastle on Tyne. By whom Wood Skinner & Co Ltd When built 1911
 Owners Seed Shipping Co Ltd Owners' Address Exchange Bldg. Newcastle.
 Yard No. — Electric Light Installation fitted by Campbell & Sherwood & Co. When fitted 1922

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo multipolar compound wound open type coupled direct to a single cylinder steam engine open type.

Capacity of Dynamo 50 Amperes at 100 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Engine room starboard side Whether single or double wire system is used double

Position of Main Switch Board Eng room, st side having switches to groups 3 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 4-way J.B. & 4-way O.B. at top of engine room, 5-way J.B. 3-way S.B., 3-way O.B. in capts washplace, 3-way O.B. in wheelhouse, 3-way O.B. in crew 9/10 aft, 4-way O.B. on aft bulkhead in engine room.

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 84 arranged in the following groups:—

A	Wireless	lights each of	<u>—</u>	candle power requiring a total current of	<u>5.0</u>	Amperes
B	Engine room	43	lights each of	<u>16</u>	candle power requiring a total current of	<u>23.48</u> Amperes
C	Engineers		lights each of	<u>—</u>	candle power requiring a total current of	<u>—</u> Amperes
D	Saloon	41	lights each of	<u>35-16 cp, 6-32</u>	candle power requiring a total current of	<u>26.32</u> Amperes
E			lights each of	<u>—</u>	candle power requiring a total current of	<u>—</u> Amperes
	2 Mast head light with	1	lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.24</u> Amperes
	2 Side light with	1	lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.24</u> Amperes
	4- light 6 Cargo lights of			<u>16</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 wheelhouse. navigation light indicators fitted.

DESCRIPTION OF CABLES.

Main cable carrying	<u>50</u>	Amperes, comprised of	<u>19</u>	wires, each	<u>.064</u>	S.W.G. diameter, <u>.06</u>	square inches total sectional area
Branch cables carrying	<u>23.48</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>.052</u>	S.W.G. diameter, <u>.0145</u>	square inches total sectional area
Branch cables carrying	<u>26.32</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>.064</u>	S.W.G. diameter, <u>.0225</u>	square inches total sectional area
Leads to lamps carrying	<u>.56</u>	Amperes, comprised of	<u>3</u>	wires, each	<u>.029</u>	S.W.G. diameter, <u>.002</u>	square inches total sectional area
Cargo light cables carrying	<u>3.36</u>	Amperes, comprised of	<u>70</u>	wires, each	<u>.0076</u>	S.W.G. diameter, <u>.003</u>	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Stokehold & engine room lighting cables are lead covered armoured & braided. Bridge, saloon cabins, engineers berths & crew's quarters are lead covered. Main cables are lead covered & armoured. Dynamo main lead covered cable.

Joints in cables, how made, insulated, and protected none made.

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 K.I.R. in conduit galvanised with screwed connections clipped along bulkhead rail running forward & aft.



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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 V.I. Rin galvanised screwed conduit

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 lead covered varnished cables

What special protection has been provided for the cables in engine room no

How are cables carried through beams fibre bushed holes ✓ through bulkheads, &c. watertight glands

How are cables carried through decks watertight deck tubes ✓

Are any cables run through coal bunkers yes or cargo spaces no or spaces which may be used for carrying cargo, stores, or baggage no

If so, how are they protected V.I. Rin galvanised conduit with screwed connections.

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 flexible from watertight sockets How fixed clipped to bulkhead.

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

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.

CAMPBELL & ISHERWOOD, LTD.
Thomas Meade

Electrical Engineers

Date 15th April 1922

COMPASSES.

Distance between dynamo or electric motors and standard compass 65 feet.

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	<u>.56</u>	Ampères	<u>on the</u>	<u>feet from</u> standard compass	<u>feet from steering compass</u>
A cable carrying	<u>52.0</u>	Ampères	<u>6.6</u>	feet from standard compass	feet from steering compass
A cable carrying		Ampères		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.

Builder's Signature. Date

GENERAL REMARKS. The above installation is in accordance with the Society's Rules. The vessel is eligible in my opinion for notation electric light, wireless

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

Elec. Light.

W.T. Badger

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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