

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 34810

Port of Glasgow Date of First Survey 4/2/15 Date of Last Survey 6/2/15 No. of Visits 2  
 No. in on the Iron or Steel Ships PARKLANDS at West Hartlepool belonging to West Hartlepool  
 Reg. Book 539 M Built at Rosbech By whom Act. Geo. Nepton When built 1905  
 Owners W. Baird & Co Owners' Address West Hartlepool  
 Yard No. Electric Light Installation fitted by ? When fitted ?

### DESCRIPTION OF DYNAMO, ENGINE, ETC.

Single cylinder engine direct coupled to compound wound dynamo.

Capacity of Dynamo 13.6 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed near top platform. Whether single or double wire system is used Double.

Position of Main Switch Board near dynamo. having switches to groups 2 of lights, &c., as below

Positions of auxiliary ~~switch~~ boards and numbers of switches on each One each side of house on bridge deck for cargo cluster connections without switches.

If fuses are fitted on main switch board to the cables of main circuit Yes and on ~~each auxiliary~~ <sup>main</sup> switch board to the cables of auxiliary circuits Yes and at each position where a cable is branched or reduced in size No and to each lamp circuit No.

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 about 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 33 arranged in the following groups:—

A 13 lights each of 16 candle power requiring a total current of 62 Amperes

B 20 lights each of 16 candle power requiring a total current of 10 Amperes

C lights each of candle power requiring a total current of Amperes

D lights each of candle power requiring a total current of Amperes

E lights each of candle power requiring a total current of Amperes

40 Mast head light with lamps each of candle power requiring a total current of Amperes

40 Side light with lamps each of candle power requiring a total current of Amperes

3 Cargo lights of 6-16 cp. light each candle power, whether incandescent or arc lights Incandescent

If arc lights, what protection is provided against fire, sparks, &c. Cargo lights are included in A+B

Where are the switches controlling the masthead and side lights placed No navigation lights.

### DESCRIPTION OF CABLES.

Main cable carrying 162 Amperes, comprised of 1 wires, each 13 S.W.G. diameter, .0066 square inches total sectional area

Branch cables carrying 10 Amperes, comprised of 1 wires, each 13 S.W.G. diameter, .0066 square inches total sectional area

Branch cables carrying 62 Amperes, comprised of 1 wires, each 13 S.W.G. diameter, .0066 square inches total sectional area

Leads to lamps carrying 2 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 3 Amperes, comprised of three wires, each S.W.G. diameter, .0018 square inches total sectional area

### DESCRIPTION OF INSULATION, PROTECTION, ETC.

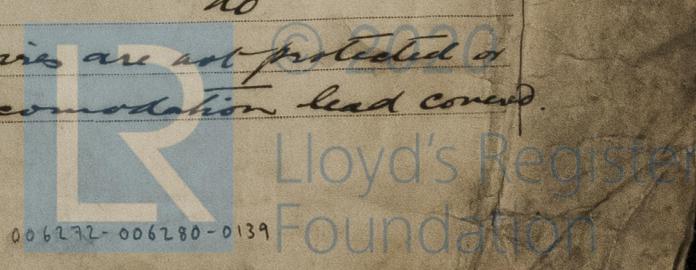
The wires are insulated with rubber taped. The outside leads to cargo cluster plugs are armoured & lead covered.

Joints in cables, how made, insulated, and protected Soldered & insulated with tape.

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 engine room wires are not protected or armoured & are tied to gratings etc. Leads in accommodation lead covered.



**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 Armoured & lead covered cables.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat no cables.

What special protection has been provided for the cables near boiler casings none

What special protection has been provided for the cables in engine room none

How are cables carried through beams Through fenders. through bulkheads, &c. none pass through

How are cables carried through decks no cables pass through decks.

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 ✓

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 ✓, and with an amperemeter ✓, fixed on Main 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 \_\_\_\_\_ 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.

Electrical Engineers Date \_\_\_\_\_

**COMPASSES.**

Distance between dynamo or electric motors and standard compass about forty feet

Distance between dynamo or electric motors and steering compass 50'

The nearest cables to the compasses are as follows:—

A cable carrying	<u>2</u> Amperes	<u>8</u> feet from standard compass	<u>8</u> 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 no.

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 \_\_\_\_\_

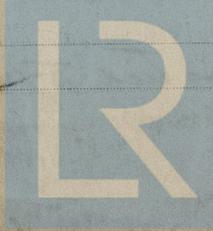
**GENERAL REMARKS.**

The vessel will be eligible in my opinion for the record of Electric Light in the Register Book when the Engine room wiring has been renewed & made in accordance with the Rules & the cables protected by fuses where reduced section branches are made & tested in working order.

It is submitted that this vessel is eligible for THE RECORD. Elec. Light. J.W.D. 18/2/15 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute GLASGOW 6 FEB. 1915  
Deferred for completion

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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18/2/15