

REPORT ON ELECTRIC LIGHTING INSTALLATION, No. 8049.

Port of Belfast Date of First Survey 17th Aug Date of Last Survey 8th October No. of Visits 8
 No. in Reg. Book on the Iron or Steel P.S. British Beacon Port belonging to London
 Built at Belfast By whom Norwegian Cable Co. Ltd When built 1918
 Owners The Shipping Controller Owners' Address London
 Yard No. 425 Electric Light Installation fitted by Sunderland Forge Co. Ltd When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two Combined Generating Plants each consisting of open type single cylinder steam engine direct coupled to compound wound multipolar dynamo on combined bedplate.

Capacity of Dynamos each 100 Amperes at 100 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed In engine room Whether single or double wire system is used double

Position of Main Switch Board In engine room having switches to groups five of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each

1 Board In Wheelhouse for Navigation Lights - 9 Switches.

1 " In Engine Room - 8 " "

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 160 arranged in the following groups :-

| | | | | | | |
|---|----------|--------------------------------------|----|--|---------------|---------|
| A | 54 | lights each of | 16 | candle power requiring a total current of | 32.4 | Amperes |
| B | 17 | lights each of | 16 | candle power requiring a total current of | 10.2 | Amperes |
| C | 21 | lights each of | 16 | candle power requiring a total current of | 12.6 | Amperes |
| D | 68 | lights each of | 16 | candle power requiring a total current of | 40.8 | Amperes |
| E | Wireless | lights each of | | candle power requiring a total current of | 30.0 | Amperes |
| | 1 | Mast head light with 1 lamps each of | 32 | candle power requiring a total current of | 1.2 | Amperes |
| | 2 | Side light with 1 lamps each of | 32 | candle power requiring a total current of | 2.4 | Amperes |
| | 24 | Cargo lights of | 16 | candle power, whether incandescent or arc lights | incandescent. | |

If arc lights, what protection is provided against fire, sparks, &c. No arc lamps fitted.

Where are the switches controlling the masthead and side lights placed on Bridge.

DESCRIPTION OF CABLES.

Main cable carrying 100 Amperes, comprised of 19 wires, each 14 S.W.G. diameter, 0.09372 square inches total sectional area

Branch cables carrying 32.4 Amperes, comprised of 19 wires, each 18 S.W.G. diameter, 0.03375 square inches total sectional area

Branch cables carrying 10.2 Amperes, comprised of 7 wires, each 20 S.W.G. diameter, 0.0070 square inches total sectional area

Leads to lamps carrying 2.4 Amperes, comprised of 7 wires, each 25 S.W.G. diameter, 0.0021 square inches total sectional area

Cargo light cables carrying 4.8 Amperes, comprised of 114 wires, each 38 S.W.G. diameter, 0.00319 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

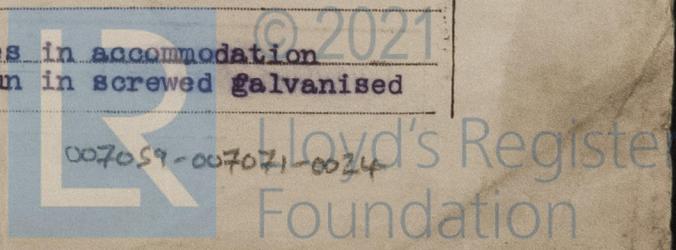
Tinned copper conductors insulated with pure and vulcanising indiarubber taped and the whole vulcanised together & finished as follows:- Mains in pipe - braided and compounded overall. In accommodation - lead-covered & braided overall. In engine room etc. - lead-covered armoured and braided overall.

Joints in cables, how made, insulated, and protected No joints.

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 lead-covered and braided cables in accommodation secured with brass saddles. Mains under fore and aft gangway run in screwed galvanised watertight tubing.



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 and braided or run in screwed galvd. watertight iron tubing.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat lead-covered armoured & braided

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

What special protection has been provided for the cables in engine room Ditto

How are cables carried through beams through holes bushed with fibre through bulkheads, &c. through brass w.t. glands

How are cables carried through decks through deck tubes made watertight.

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

If so, how are they protected run in screwed galvanised iron pipe made watertight.

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage Yes.

If so, how are the lamp fittings and cable terminals specially protected by glass well jar and strong brass guard.

Where are the main switches and fuses for these lights fitted in Engine Room.

If in the spaces, how are they specially protected by glass well jar and strong brass guard.

Are any switches or fuses fitted in bunkers No.

Cargo light cables, whether portable or permanently fixed portable. How fixed To heavy brass terminals in cast iron boxes on deck.

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 2 voltmeters Yes., and with 2 amperemeters Yes., fixed in engine room.

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 Yes.

How are the lamps specially protected in places liable to the accumulation of vapour or gas Lamps fitted outside such spaces with extra heavy bullseye glass to fitting shining through hole in roof of space.

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.

P. PRO THE SUNDERLAND FORGE & ENGINEERING CO. LTD.
J. H. J. J. Electrical Engineers Date 30th. Novr. 1918

COMPASSES.

Distance between dynamo or electric motors and standard compass 232 feet.

Distance between dynamo or electric motors and steering compass 230 feet.

The nearest cables to the compasses are as follows:—

| | | | | | | |
|------------------|-------------|---------|----------|----------------------------|----------|----------------------------|
| A cable carrying | <u>10.2</u> | Amperes | <u>6</u> | feet from standard compass | <u>6</u> | feet from steering compass |
| A cable carrying | <u>0.2</u> | Amperes | <u>3</u> | feet from standard compass | <u>3</u> | 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 Yes

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

PRO WORKMAN CLARK & CO. LIMITED
M. J. J. Builder's Signature. Date 4th Decr. 1918

GENERAL REMARKS.

SECRETARY
This installation is of good description, and has been fitted in accordance with the Rules.

It is submitted that this vessel is eligible for THE RECORD. Elec. light. *J. H. J.* 9/12/18

R. J. Bennett
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

