

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 38901

Port of Glasgow Date of First Survey 20.5.19 Date of Last Survey 3.7.19 No. of Visits 3  
 No. in Reg. Book 1895 on the Iron or Steel SS. "CAMBRONNE" Port belonging to Anteo  
 Built at Grangemouth By whom In 1895 The Grangemouth Dock Co. built 1919  
 Owners Chargeurs de l'Ouest Owners' Address \_\_\_\_\_  
 Yard No. 388 Electric Light Installation fitted by In 1895 W. C. Martin & Co. Ltd When fitted 1919

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 10 K.W. Compound round Multipolar Dynamo. Direct coupled to an Inverted Vertical open type double acting single cylinder Steam Engine.  
 Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current Continuous  
 Where is Dynamo fixed Starting Platform in Engine Room Whether single or double wire system is used double  
 Position of Main Switch Board Near Dynamo having switches to groups A, B, C & D of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each Crew's passage aft & fore, Midships passage aft 3 Way & 4 Way, Steering Engine Recess, 2-2 Ways, Saloon passage 3 Way, Saloon Pantry 4 Way, Chart Room 8 Way, Forecastle 4 Way  
 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 \_\_\_\_\_  
 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 130 arranged in the following groups:—  
 A Accommodation 56 lights each of 20 Watt 32 & 16 candle power requiring a total current of 20.6 Amperes  
 B Clusters 30 lights each of 16 candle power requiring a total current of 16.8 Amperes  
 C Navigation 14 lights each of 32 - 16 & 5 candle power requiring a total current of 8.6 Amperes  
 D Engine Room 30 lights each of 16 candle power requiring a total current of 16.8 Amperes  
 E \_\_\_\_\_ lights each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes  
2 Mast head light with 2 lamps each of 32 candle power requiring a total current of 1.12 Amperes  
2 Side light with 2 lamps each of 32 candle power requiring a total current of 1.12 Amperes  
6 Cargo lights of 96 candle power, whether incandescent or arc lights incandescent  
 If arc lights, what protection is provided against fire, sparks, &c. no Arc Lamps

Where are the switches controlling the masthead and side lights placed in Chart Room

## DESCRIPTION OF CABLES.

Main cable carrying 100 Amperes, comprised of 37 wires, each 16 S.W.G. diameter, .117 square inches total sectional area  
 Branch cables carrying 20.6 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area  
 Branch cables carrying 16.8 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area  
 Leads to lamps carrying 2.8 Amperes, comprised of 1 wires, each 16 S.W.G. diameter, .0032 square inches total sectional area  
 Cargo light cables carrying 3.36 Amperes, comprised of 108 wires, each 38 S.W.G. diameter, .0048 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

4.6. Copper Wire tinned, insulated with pure & vulcanized rubber & tape, the whole vulcanized together, taped, Braided & compounded or sheathed with lead or steel armour

Joints in cables, how made, insulated, and protected no joints except on terminals

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 in Accommodation & Steel armoured in Holds, Engine & Boiler Rooms.



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 covering

What special protection has been provided for the cables near galley or oil lamps or other sources of heat Steel Armour

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

What special protection has been provided for the cables in engine room Steel Armour or Metal tubes

How are cables carried through beams Bushed where unarmoured through bulkheads, &c. H. J. Plonks

How are cables carried through decks Metal tubes fitted watertight to decks

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 Steel Armoured cables clipped openly protecting by the beams

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 fork connections

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 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.

W. E. Martin & Co.

Electrical Engineers

Date 16<sup>th</sup> July 1919

COMPASSES.

Distance between dynamo or electric motors and standard compass 8 ft. from Dynamo.

Distance between dynamo or electric motors and steering compass 80 ft. " "

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>25</u>	<u>6</u>	<u>1</u>	<u>10</u>
<u>25</u>	<u>1</u>	<u>6</u>	<u>10</u>
<u>25</u>	<u>1</u>	<u>6</u>	<u>10</u>

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 a certain course in the case of the standard compass and Nil degrees on the same course in the case of the steering compass.

FOR THE GRANGEMOUTH DOCKYARD CO., LTD.

Aspence Miller

Builder's Signature.

Date

28<sup>th</sup> July 1919.

GENERAL REMARKS.

This Installation has been fitted on board under special survey. Tested under full working load & found satisfactory

It is submitted that this vessel is eligible for

THE RECORD. ELEC LIGHT.

J Stanley Rankin

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW 6 AUG 1919

Elec. Light



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