

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 30267.

Port of Glasgow Date of First Survey 14-4-11 Date of Last Survey 6-6-11 No. of Visits 11
 No. in Reg. Book 1 on the Iron or Steel Flou Propelling Dredger India belonging to London
 Built at Parsley By whom Thurrold & Ferguson Ltd When built 1911
 Owners Port of London Authority Owners' Address London
 Yard No. Electric Light Installation fitted by Telford Gries & Mackay When fitted 1911

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Engine single cylinder vertical on common bed plate with a compound wound Dynamo
 Capacity of Dynamo 80 Amperes at 100 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Main Engine room Whether single or double wire system is used Double
 Position of Main Switch Board Engine room having switches to groups off from 4 to 12 lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each

If cut outs 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits

Are the cut outs of non-oxidizable metal yes and constructed to fuse at an excess of 50 per cent over the normal current

Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for 73 arranged in the following groups:—

Group	Description	Lights each of	Candle power requiring a total current of	Amperes
A	Port lights each of	5-32	6-0	
B	Stern Cluster lights each of	5-32	6-0	
C	Midships " " lights each of	5-32	6-0	
D	Engine room lights each of	12-16	7-2	
E	Stokehold lights each of	8-16	4-8	
F	Crew lights each of	5-16	3-0	
G	Officers lights each of	9-16	5-4	
H	Galley etc. lights each of	5-16	3-6	
I	Hoisting Engine lights each of	4-16	2-4	
J	Stokers' head light with etc. lamps each of	5-16	3-6	
K	Side light with lamps each of			
L	Cargo lights of			

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

Where are the switches controlling the masthead and side lights placed

DESCRIPTION OF CABLES.

Cable Type	Amperes	Comprised of	Wires	Each	L.S.G. diameter	Square inches total sectional area
Main cable carrying	70	19	15		0.077	0.26
Branch cables carrying	6	7	20		0.07	0.07
Branch cables carrying	4	7	20		0.07	0.07
Leads to lamps carrying	6	1	18		0.018	0.018
Cargo light cables carrying	—	—	—		—	—

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanised rubber taped & braided and coated with preservative compound

Joints in cables, how made, insulated, and protected In iron boxes soldered taped with two layers of rubber tape & two layers of waterproof tape coated with preservative compound

Are all the joints of cables thoroughly soldered, resin only having been used as a flux 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

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 Steel tubes



© 2020

Lloyd's Register Foundation

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 Steel tubes

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

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

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

How are cables carried through beams Steel tubes through bulkheads, &c. ✓

How are cables carried through decks In tubes 15" above deck

Are any cables run through coal bunkers — or cargo spaces — or spaces which may be used for carrying cargo, stores, or baggage

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 none

Where are the main switches and cut outs for these lights fitted none

If in the spaces, how are they specially protected none

Are any switches or cut outs fitted in bunkers no

Cargo light cables, whether portable or permanently fixed — 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 yes

The installation is yes supplied with a voltmeter and yes an amperemeter, fixed on main switchboard

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, cut outs, 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 99% per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 1000 megohms megohms per statute mile after 24 hours' immersion in seawater.

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.

Jelford Grier & Macdonald Ltd Electrical Engineers Date

COMPASSES.

Distance between dynamo or electric motors and standard compass

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.

For Fleming & Ferguson, Ltd Builder's Signature. Date

GENERAL REMARKS.

Plus Installation has been fitted on board under Special Survey & tested under full working condition & found satisfactory

THE RECORD ELEC. LIGHT. JWD 17/11/11

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Elec. Light.



Lloyd's Register Foundation

THE SUBVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.