

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 41573

Port of Glasgow. Date of First Survey 16.11.21 Date of Last Survey 25.11.21 No. of Visits 4

No. in Reg. Book 15614 on the Iron or Steel S.S. FAUSANG Port belonging to London
Built at Port Glasgow By whom Messrs Danlop Bremner & Co When built 1921
Owners Indo. China St. Nav. Co. Owners' Address _____
Yard No. 345 Electric Light Installation fitted by Messrs Claud Hamellon & Co When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC. — TOTAL KW = 25 —
1- 4 1/2" x 5" inclosed steam engine direct coupled to compound wound ship lighting dynamo running at 550 R.P.M.
1- 2. Cyl. 14 in vertical oil engine direct coupled to compound dynamo running at 1000 R.P.M.
Capacity of Dynamo 150 ^{steam} 100 ^{oil} Amperes at 100 Volts, whether continuous or alternating current continuous
Where is Dynamo fixed Both in engine room Whether single or double wire system is used double
Position of Main Switch Board engine room having switches to groups 8 of lights, &c., as below
Positions of auxiliary switch boards and numbers of switches on each none

If fuses are fitted on main switch board to the cables of main circuit yes and on each auxiliary ^{FUSE} ~~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 232 arranged in the following groups :-

Group	Description	Lights	Each of	Candle Power	Requiring a total current of	Amperes
A	Afters 14	lights each of	16		4	14.5
	holds 29					
B	Midship 45	lights each of	16		23	Amperes
	hangarain 5-32		32			
C	Saloon 40	lights each of	16		5	6.6
	Saloon 43		16		20	Amperes
D	Engine Rm 28	lights each of	16		22	Amperes
E	Mid. Accom. 15	lights each of	16		14	Amperes
	2 Mast head light with 1 lamps each of		32		7.5	Amperes
	2 Side light with 1 lamps each of		"		2	Amperes
	6 Cargo lights of 4 and 4-16					
			2	300 WATT. H.W.		

candle power, whether incandescent or arc lights incandescent

If arc lights, what protection is provided against fire, sparks, &c. no arcs

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

DESCRIPTION OF CABLES.
Main cable carrying 150 Amperes, comprised of 37 wires, each .042 S.W.G. diameter, .150 square inches total sectional area
Branch cables carrying 23 Amperes, comprised of 9 wires, each .064 S.W.G. diameter, .0225 square inches total sectional area
Branch cables carrying 22 Amperes, comprised of 9 wires, each .064 S.W.G. diameter, .0225 square inches total sectional area
Leads to lamps carrying 3 Amperes, comprised of 3 wires, each .036 S.W.G. diameter, .0030 square inches total sectional area
Cargo light cables carrying 2 Amperes, comprised of 3 wires, each .036 S.W.G. diameter, .0030 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.
Cables of copper and insulated with fine and vulcanizing india rubber taped and lead covered then stoved and armoured
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 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 Lead covered in cabins elsewhere lead covered and armoured from bulkheads and under decks by means of brass wire clip.



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 cover*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Lead cover.*

What special protection has been provided for the cables near boiler casings *Lead cover & armoured with galv. steel wires*

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

How are cables carried through beams *Lead bushes,* through bulkheads, &c. *W.T. Glands*

How are cables carried through decks *Deck tubes*

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 *Lead cover and armoured with galv. steel wires*

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 *double wire*

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 *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 *-*

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.

For *CLAUD WATSON & CO. LIMITED* Electrical Engineers Date *29th Nov. 21.*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Director* *80*

Distance between dynamo or electric motors and steering compass *83*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>23</i>	<i>56</i>	<i>58</i>	
<i>11</i>	<i>10</i>	<i>12</i>	
<i>2</i>	<i>5</i>	<i>5</i>	

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 *any* course in the case of the standard compass and *nil* degrees on *any* course in the case of the steering compass.

Geo. G. Parker Builder's Signature. Date *5th December 1921.*

GENERAL REMARKS.

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

FEE: £20-0-0 a/c 6/12/21. RECORD. Elec. Light. J.B. Rankin.
8/12/21. Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW - 6 DEC 1921
Elec. Light.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

HC. 6.12.21

2m.11.10.—Transfer.