

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 27266.

Port of SUNDERLAND Date of First Survey 17th May Date of Last Survey 12th July No. of Visits 4  
 No. in on the Iron or Steel as "War Spaniel" Port belonging to London  
 Reg. Book 664 Built at Sunderland By whom Short Bros. Ltd When built 1918  
 Owners The Shipping Controller (Eng.) J. C. Harrison & Co. Ltd. Owners' Address 66 Mark Lane London E.C.3  
 Yard No. 399 Electric Light Installation fitted by The Sunderland Forge & Eng. Co. Ltd When fitted 1918

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One Combined plant consisting of single cylinder, vertical, open type engine 7" x 5" 360 revs  
100 lbs steam coupled to compound wound multipolar dynamo both by S.F. & E. Co.

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

Where is Dynamo fixed Eng. Rm. Bottom Plate Starboard Whether single or double wire system is used double

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

Positions of auxiliary switch boards and numbers of switches on each in Wheelhouse 9 switches controlling  
Navigation lights - Morse Compasses & Telegraph.

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-oxidisable 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 No 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 159 @ 16 cp arranged in the following groups:

A Accommodation:	75 lights each of	16	candle power requiring a total current of	42	Amperes
B Cargo:	30 lights each of	"	candle power requiring a total current of	16.8	Amperes
C E. & B. Rms:	28 lights each of	"	candle power requiring a total current of	15.7	Amperes
D Navigation:	26 lights each of	"	candle power requiring a total current of	14.6	Amperes
E Wireless:	lights each of	-	candle power requiring a total current of	25	Amperes
2 Mast head light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
2 Side light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
5 Cargo lights of	6 light 16 cp		candle power, whether incandescent or arc lights	incandescent	

If arc lights, what protection is provided against fire, sparks, &c. None fitted

Where are the switches controlling the masthead and side lights placed in Wheelhouse

## DESCRIPTION OF CABLES.

Main cable carrying 100 Amperes, comprised of 19 wires, each 14 S.W.G. diameter, .094 square inches total sectional area

Branch cables carrying 42 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 18 S.W.G. diameter, .0125 square inches total sectional area

Leads to lamps carrying 2.5 Amperes, comprised of 7 wires, each 25 S.W.G. diameter, .0022 square inches total sectional area

Cargo light cables carrying 3.5 Amperes, comprised of 7 wires, each 21½ S.W.G. diameter, .0049 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

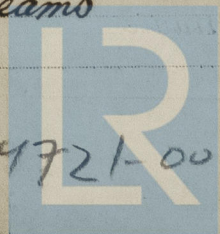
Mains & Mach<sup>y</sup> Spaces: Rux & Vulc. I.R. taped & vulcanized then Armoured & Braided  
Accommodation " ditto Lead Covered

Joints in cables, how made, insulated, and protected None, except mechanical ones.

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 A & B. Cable clipped to beams



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**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 & Braided

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

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 holes bushed with fibre through bulkheads, &c. W.T. Glands

How are cables carried through decks W.T. Deck Tubes

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

If so, how are they protected Armoured & Braided

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 Yes and with an amperemeter Yes, fixed on Main 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.

**COMPASSES.**

Distance between dynamo or electric motors and standard compass about 96 ft

Distance between dynamo or electric motors and steering compass " 100 ft

The nearest cables to the compasses are as follows:—

Cable	Amperes	Distance from standard compass	Distance from steering compass
A cable carrying <u>14.6</u>	<u>7</u>	<u>9</u> feet	<u>9</u> feet
A cable carrying <u>.56</u>	<u>led into</u>	<u>12</u> feet	<u>12</u> feet
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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 no degrees on any course in the case of the standard compass and no degrees on any course in the case of the steering compass.

**FOR SHORT BROTHERS, LIMITED.**

Builder's Signature. Date August 20<sup>th</sup> 1918

**GENERAL REMARKS.**

**DIRECTOR.**

The installation has been satisfactorily fitted in the vessel, tested at full load and found good.

*It is submitted that this vessel is eligible for THE RECORD. ELEC. LIGHT*

*21<sup>st</sup> Sept 1918*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.