

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6641

Port of Hamburg Date of First Survey Oct. 5<sup>th</sup> Date of Last Survey Oct. 8<sup>th</sup> No. of Visits 3  
 No. in Reg. Book 498 on the ~~Iron~~ Steel S. S. "Pisa" Port belonging to Hamburg  
 Built at Glasgow By whom A. Steffen & Sons When built 1894  
 Owners S. M. Roman & Co. Owners' Address Hamburg  
 Yard No. 369 Electric Light Installation fitted by Ad. Leo. Elect. Wk. - Kummert & Co. When fitted 1901

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 Compound Engines coupled each direct to one Dynamo made by Ad. Leo. Electricitäts wks. vorm. Kummert & Co., Dresden/Meissen  
 Capacity of Dynamo 110 Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed Engine Room  
 Position of Main Switch Board Engine Room having switches to groups A, B, C & D of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each Alleyway, Forecastle, Poop and Charthouse.

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 yes  
 Are the cut outs of non-oxidizable metal yes and constructed to fuse at an excess of 25 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 260 arranged in the following groups:—

A	<u>Afterdeck</u>	<u>54</u> lights each of	<u>16</u>	candle power requiring a total current of	<u>30</u>	Amperes
B	<u>Midships</u>	<u>50</u> lights each of	<u>16</u>	candle power requiring a total current of	<u>25</u>	Amperes
C	<u>Paolooy</u>	<u>120</u> lights each of	<u>16 x 25</u>	candle power requiring a total current of	<u>60</u>	Amperes
D	<u>Engine Room</u>	<u>31</u> lights each of	<u>16</u>	candle power requiring a total current of	<u>16</u>	Amperes
E		lights each of		candle power requiring a total current of		Amperes
	<u>2</u>	<u>Mast head light</u> with <u>1</u> lamps each of	<u>25</u>	candle power requiring a total current of	<u>1.6</u>	Amperes
	<u>2</u>	<u>Side light</u> with <u>1</u> lamps each of	<u>25</u>	candle power requiring a total current of	<u>1.6</u>	Amperes
	<u>4</u>	<u>Cargo lights</u> of <u>5 x 16</u>		candle power, whether incandescent or arc lights	<u>incandescent</u>	

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

Where are the switches controlling the masthead and side lights placed Charthouse

## DESCRIPTION OF CABLES.

Main cable carrying	<u>110</u> Amperes, comprised of	<u>1</u> wires, each	<u>8.5</u> L.S.G. diameter,	<u>70</u> square inches total sectional area
Branch cables carrying	<u>60</u> Amperes, comprised of	<u>1</u> wires, each	<u>5</u> L.S.G. diameter,	<u>25</u> square inches total sectional area
Branch cables carrying	<u>30</u> Amperes, comprised of	<u>1</u> wires, each	<u>3.1</u> L.S.G. diameter,	<u>7.5</u> square inches total sectional area
Leads to lamps carrying	<u>.5</u> Amperes, comprised of	<u>1</u> wires, each	<u>1.5</u> L.S.G. diameter,	<u>1.8</u> square inches total sectional area
Cargo light cables carrying	<u>2.5</u> Amperes, comprised of	<u>2</u> wires, each	<u>1.2</u> L.S.G. diameter,	<u>2.3</u> square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

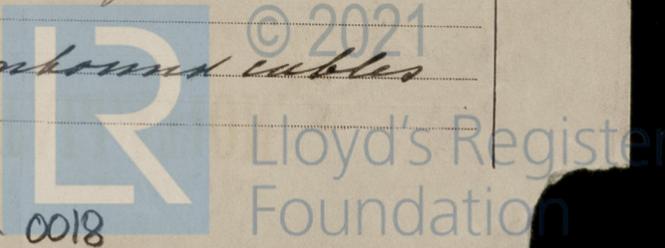
Copper wires binned, coated with vulcanized gutta-percha, hemp tape, lead, hemp yarn and Iron bound.

Joints in cables, how made, insulated, and protected soldered and covered with insulating materials.

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 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 and Iron bound cables



**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 & Iron bound cables.

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

What special protection has been provided for the cables near boiler casings Iron pipes.

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

How are cables carried through beams wood ferrules through bulkheads, &c. wood ferrules

How are cables carried through decks Iron standpipes lined with hardwood.

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

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 —

Where are the main switches and cut outs for these lights fitted —

If in the spaces, how are they specially protected —

Are any switches or cut outs 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 by Brass bolts & washers

How are the returns from the lamps connected to the hull by brass screws and washers

Are all the joints with the hull in accessible positions yes

**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 installation is yes supplied with a voltmeter and yes an amperemeter, fixed Main Installation

The copper used is guaranteed to have a conductivity of 98 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 50 Millions Siemens Meters 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.

Electrical Engineers have gone into bunkering since supplying this installation. Electrical Engineers Date —

**COMPASSES.**

Distance between dynamo or electric motors and standard compass about 90 ft.

Distance between dynamo or electric motors and steering compass 90 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>.5</u>	Amperes	<u>10</u>	feet from standard compass	<u>10</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</u>	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 none degrees on — course in the case of the standard compass and none degrees on — course in the case of the steering compass.

Builder's Signature. Date —

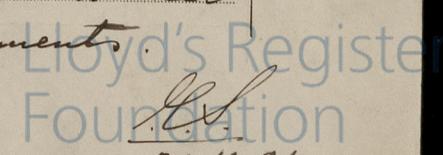
**GENERAL REMARKS.**

The Electric Light installation on board of this vessel is in my opinion in accordance with the Society's Rules and eligible for a vessel classed with the Society.

Mr. Rowland G. Peck  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute —

It is submitted that this installation appears to meet the Rule requirements.



21.11.01

REPORT FORM No. 14.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.