

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 9209

Port of Middlesbrough Date of First Survey While Date of Last Survey Building of Visits 1
 No. in Reg. Book 401 on the Iron-on Steel St. Leirim Port belonging to London
 Built at Middlesbrough By whom Sir Raylton Dixon & Co. When built 1916
 Owners Union S. Co. of New Zealand Ltd. Owners' Address London
 Yard No. 588 Electric Light Installation fitted by Clarke, Chapman & Co. When fitted 1916

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two Single Cylinder Open Type Double Acting vertical Engines direct coupled to two continuous current compound wound Dynamos.

Capacity of Dynamo 160 Amperes at 100 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed 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.E.F.G.H.I of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Each light & group of lights provided with switches as required.

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-oxidizable metal Yes and constructed to fuse at an excess of 50 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 slate & porcelain

Total number of lights provided for 324 arranged in the following groups:—

A	Captain & Officers	lights each of	24 - 16	candle power requiring a total current of	13.4	Amperes
F	Engine Room	lights each of	74 - 16	candle power requiring a total current of	41.4	Amperes
B	Engineers	lights each of	34 - 16	candle power requiring a total current of	20.4	Amperes
G	Forward	lights each of	32 - 16	candle power requiring a total current of	19.4	Amperes
C	Saloon	lights each of	34 - 16	candle power requiring a total current of	20.7	Amperes
H	Alt.	lights each of	45 - 16	candle power requiring a total current of	25.2	Amperes
D	Navigation	lights each of	16 - 16	candle power requiring a total current of	8.9	Amperes
J	Cargo lights	lights each of	62 - 16	candle power requiring a total current of	34.4	Amperes
E	Wireless	lights each of	—	candle power requiring a total current of	10	Amperes
2	Mast head light with 1 lamp	each of	32	candle power requiring a total current of	2.2	Amperes
2	Side light with 1 lamp	each of	32	candle power requiring a total current of	2.2	Amperes
10	Cargo lights of	5 - 16	candle power, whether incandescent or arc lights	incandescent		

If arc lights, what protection is provided against fire, sparks, &c. 4 - 6 1/2 Amp Enclosed Type Arc Lamps.

Where are the switches controlling the masthead and side lights placed in Wheel House.

DESCRIPTION OF CABLES.

Main cable carrying	160	Amperes, comprised of	34	wires, each	14	S.W.G. diameter,	.182	square inches total sectional area
Branch cables carrying	20.4	Amperes, comprised of	4	wires, each	18	S.W.G. diameter,	.0125	square inches total sectional area
Branch cables carrying	8.9	Amperes, comprised of	1	wires, each	14	S.W.G. diameter,	.0050	square inches total sectional area
Leads to lamps carrying	.56	Amperes, comprised of	1	wires, each	18	S.W.G. diameter,	.0018	square inches total sectional area
Cargo light cables carrying	2.8	Amperes, comprised of	168	wires, each	38	S.W.G. diameter,	.0050	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

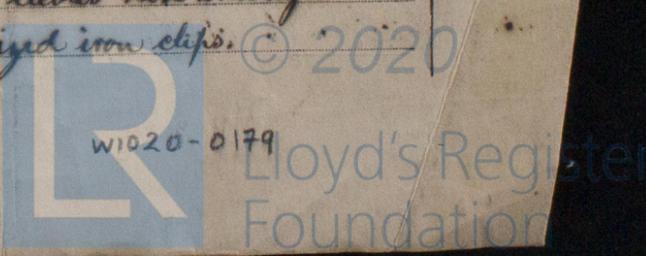
Galvanized india rubber taped & braided & lead covered where exposed steel armoured overall.

Joints in cables, how made, insulated, and protected No joints 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 Yes No

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 & steel armoured cables run through tween decks & clipped to underside of deck with strong galvanized iron clips.



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible no.
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Lead covered & steel armoured cables

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered & Armoured

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

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

How are cables carried through beams in lead bushes through bulkheads, &c. in W. I. Glands

How are cables carried through decks in Galvanized Iron 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 Lead covered & Steel Armoured cables

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 to W. I. Connection Boxes

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Double Wire System

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 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.

For Clarke, Chapman & Co. Ltd. Electrical Engineers Date May 20th 1916.

COMPASSES.

Distance between dynamo or electric motors and standard compass 96 feet

Distance between dynamo or electric motors and steering compass 90 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>.56</u>	Amperes	<u>12</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>.56</u>	Amperes	<u>6</u>	feet from standard compass	<u>12</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 nil degrees on all course in the case of the

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

For Sir Raylton Dixon & Co. Limited. Builder's Signature. Date June 9. 1916

GENERAL REMARKS.

This Electric Light Installation has been fitted on board in accordance with the Rules and tried under full working conditions with satisfactory results.

It is submitted that this vessel is eligible for THE RECORD Elec. Light.

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 9.14.—Register

